

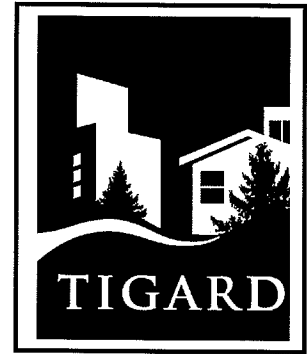


**TIGARD CITY COUNCIL  
WORKSHOP MEETING**

**March 21, 2006**

**6:30 p.m.**

**TIGARD CITY HALL  
13125 SW HALL BLVD  
TIGARD, OR 97223**



**PUBLIC NOTICE:**

Upon request, the City will endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting by calling: 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

**SEE ATTACHED AGENDA**

A G E N D A  
TIGARD CITY COUNCIL WORKSHOP MEETING  
MARCH 21, 2006

6:30 PM

1. WORKSHOP MEETING
  - 1.1 Call to Order – Tigard City Council
  - 1.2 Roll Call
  - 1.3 Pledge of Allegiance
  - 1.4 Council Communications & Liaison Reports
  - 1.5 Call to Council and Staff for Non-Agenda Items
  
2. JOINT MEETING WITH BUDGET COMMITTEE – STAFF RESPONSE TO FINANCIAL STRATEGY TASK FORCE REPORT RECOMMENDATIONS
  - ♦ Staff Report: Finance Department
  
3. PROPOSED CAPITAL IMPROVEMENT PROGRAM PROJECTS FOR 2006-07
  - Staff Report: Engineering Department
  
4. DOWNTOWN CAPITAL IMPROVEMENT PROJECT PRIORITIES/BUDGET
  - Staff Report: Community Development Department
  
5. JOINT MEETING WITH THE INTERGOVERNMENTAL WATER BOARD (IWB) TO DISCUSS PARTICIPATION IN THE EXPANSION AND MODIFICATION OF THE WILLAMETTE RIVER WATER SUPPLY SYSTEM
  - ♦ Staff Report: Public Works Department
  
6. COUNCIL INPUT ON THE DRAFT 2008-2011 STIP (STATE TRANSPORTATION IMPROVEMENT PROGRAM)
  - ♦ Staff Report: Engineering Department
  
7. COUNCIL INPUT ON THE BURNHAM STREET DESIGN CONCEPT OPTIONS
  - ♦ Staff Report: Engineering Department and Community Development Department
  
8. COUNCIL LIAISON REPORTS
  
9. NON AGENDA ITEMS

10. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

10:00 PM

11. ADJOURNMENT

i:\adm\cathy\cca\2006\060321p.doc

AGENDA ITEM # \_\_\_\_\_  
FOR AGENDA OF March 21, 2006

CITY OF TIGARD, OREGON  
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Staff Response to Financial Strategy Task Force Report Recommendations

PREPARED BY: Robert Sesnon DEPT HEAD OK RS CITY MGR OK RAMFICK

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ISSUE BEFORE THE COUNCIL

The Financial Strategy Task Force presented their final report to City Council during the February 21, 2006. Included in their report were several recommendations. The Council at that time directed staff to review these recommendations and return to the Council with implementation options.

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STAFF RECOMMENDATION

Review staff's responses to the Task Force's recommendations and provide direction on pursuing performance audits of select operations.

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INFORMATION SUMMARY

In response to projected general fund deficits in future years, the City Council created a citizen-based task force for the purpose of exploring options to address this looming fiscal problem. The task force met several times and evaluated many of the city's numerous programs and the services it provides its residents, and also reviewed the City's current fees and charges and compared them with other surrounding jurisdictions. The outcome of this review was a report that identified several recommendations, which the task force presented to City Council during the February 21st meeting. At that time staff was directed to review the report and develop options for addressing the task force's recommendations. Each of the recommendations, and staff responses, are as follows:

1. *The City needs to develop a communication plan that is comprehensive and will provide information on the results of the performance audits, property tax rate education and information, how efficient the City is in providing services, and how City services are actually funded. Key to the property tax education and information is communicating how Tigard's tax rate compares to surrounding jurisdictions (showing that the tax rate is significantly lower). Task Force members also felt that this communication plan and message needs to be consistent and shared often with citizens.*

Staff proposes using a combination of channels to communicate to Tigard's citizens. Upon completion of the performance audits staff will issue press releases and also publish summaries on the City's web site as well as in the Cityscape newsletter. The web site and Cityscape newsletter will also be primary tools for communicating property tax information and city service funding. The methodology and display of the effective tax rates will address questions raised during the February 21st City Council meeting.

Staff recommends pursuing the publishing of a "Budget in Brief" pamphlet that summarizes the City's resources and requirements and communicates effective tax rates.

2. *After reviewing the mix of City services provided, the Task Force members did not find that the City is providing any services that the City should not be providing. Therefore, the Task Force is not recommending a change in current services provided.*

No response necessary

3. *Performance audits should be conducted in key areas/programs, especially in the General Fund:*

a. *The cost of audits should be added into the budget as soon as possible.*

b. *The audits must be conducted by a credible independent party which could include the use of professional organizations and/or graduate students rather than simply an audit firm. This could reduce the cost of the performance audits.*

c. *Continued citizen involvement in the performance audit process is important.*

d. *The results of the audits would then be used to either gain efficiency that eliminates the projected budget shortfalls or to communicate how effective and efficient City programs are.*

e. *If the audits show that no significant cost savings can be realized, then prepare options for a local option levy. Please see recommended approach to local option levy outlined later.*

Should the City Council wish to pursue hiring an outside firm to conduct such reviews, it will be important to first define the scope of work. As discussed during the prior City Council presentation, reviewing all the operations of a specific department is too broad an approach. Rather, the need exists to define which of the various operations should be examined. Once the scope of work is agreed upon, staff will obtain proposals from qualified management consulting firms. \$75,000 has been included in the FY 2006/07 proposed budget for this purpose.

It should be cautioned that while such reviews often can identify ways in which the operations may be made more efficient, immediate financial savings may not result. Rather, the particular operations can perhaps absorb additional workload and thus slow down the need for additional staff and resources in the future.

4. *The City should continue adjusting fees and charges to recover costs and make periodic adjustments as needed. The City should continue reviewing fees and charges on an annual basis.*

Staff concurs and will continue, as part of the annual budget process, to update the fee schedule as necessary for the budget committee's review and ultimate adoption by the City Council.

5. *The City should support any reasonable County tax measure that would bring additional revenue to the City. This will be extremely important in the resolution of future library funding through the Washington County Cooperative Library Services (WCCLS).*

This is a City Council decision.

6. *The City should monitor and make sure that the City is maximizing grant revenues and the City's share of revenues from the State of Oregon, Washington County, and Clean Water Services.*

Staff concurs and will continue to seek out and apply for grant monies whenever possible.

7. *In any local option levy proposal, the rate should capture not only the cost of the program or service, but also the cost of all related support services and overhead.*

Staff concurs with this recommendation.

8. *The City should develop and pursue corporate/private sector funding and/or sponsorships for programs and projects whenever possible.*

Staff concurs and will develop a list of ideas for the City Council's consideration.

9. *The City should initiate and continue to pursue any existing efforts in developing cooperative agreements with other local jurisdictions. This could include equipment sharing and minimizing the duplication of delivering services.*

Staff concurs with this recommendation. The city already has cooperative agreements for the mailing and receipt of utility bills with Clark County, public safety dispatch services with Washington County Consolidated Communications Agency (WCCCA), and mutual aid agreements with several other jurisdictions. Additionally, city executive staff met last week with TTSD staff to explore other ways in which the two agencies may cooperate.

In addition to the several cooperative agreements with other public agencies, the city currently contracts with private providers for city facility landscape maintenance, fleet maintenance, janitorial services, street sweeping, and several other functions. In each of these cases it was determined to be more cost-effective to contract the service to the outside vendor rather than using additional city staff to perform the given function.

10. *The financial impact on future City budgets should always be analyzed when considering new program initiatives and capital acquisition or construction.*

Staff concurs with this recommendation. Presently, effects on operating expenditures as a result of new programs and facilities are addressed in the budget document, but in summary form only. In the future, staff will provide financial forecasts which clearly identify the financial impact on ongoing operating costs. This information will be provided in the FY 2007-08 budget at a program/project level so that the full cost of the program or project is made clear.

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#### OTHER ALTERNATIVES CONSIDERED

All options have been included in the discussion above.

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#### COUNCIL GOALS AND TIGARD BEYOND TOMORROW VISION STATEMENT

This addresses the following City Council adopted goal for 2006:

##### Stabilize Financial Picture

- Review Financial Strategy Task Force recommendations
- Take appropriate actions to control costs

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#### ATTACHMENT LIST

Financial Strategy Task Force Report to Tigard City Council dated January 25, 2006

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#### FISCAL NOTES

Based on information staff has received from other jurisdictions, preliminary estimates for completing performance audits will range from \$10,000 to \$40,000 for each department. The scope of work must be more clearly defined before more accurate estimates may be obtained.

The cost of publishing budget brief pamphlets is estimated to be about \$1,000 for a quantity of 2,000.

# **Financial Strategy Task Force Report to Tigard City Council**

**January 25, 2006**

## **Background**

The Tigard City Council created a citizen-based task force which was asked to help in developing recommendations that could assist the Council in taking actions to improve the City's financial future and address the projected funding shortfalls. The City Council asked that members of the Task Force conduct a comprehensive review and that the recommendations developed address revenue, expenditures, and how services are provided by the City.

The creation of the Task Force came about as the result of the FY 2005-06 budget hearings where the variance between the projected growth of City expenditures and revenues was discussed as part of the five-year financial forecast presentation. The City Council and members of the Budget Committee determined that more citizen involvement and input was needed to identify what steps the City should take next in addressing the City's financial future.

Citizen members of the City's Budget Committee, members of the Committee for Citizen Involvement, a representative from the Downtown Task Force, and a representative from the Transportation Financing Strategies Task Force were asked to participate on the Financial Strategy Task Force. The Task Force held five meetings where members of the Task Force reviewed the five-year financial forecast for all City funds as well as the services provided by City departments. Members of the Task Force also reviewed both the applicable Tigard Municipal Code and state statutes that govern the programs and services that the City must provide. A presentation on the City's visioning process was also made along with the results of the most recent progress report that was published.

Using the information that was provided by staff in the presentations, Task Force members broke into small groups and reviewed existing City programs and compared these to what other local jurisdictions are providing in the surrounding area as well as those that are legally required. Members then discussed and identified what the most logical funding source would be for City programs. Also, members of the Task Force reviewed and evaluated how the City's current fees and charges compare to other surrounding jurisdictions and the rationale for each fee and charge.

As a result of their review of City programs and funding sources, the Task Force members developed a strategy that could be used in evaluating levels of service and identifying potential efficiencies in program operations. The strategy includes conducting performance audits in selected City departments and programs. By conducting performance audits, the City would receive valuable information on any cost saving measures and whether there is still a need to pursue other revenue options, including a local option levy. Therefore, members recommended that performance audits be conducted first to determine whether new revenues are needed.

## **General Observations**

After reviewing the City's programs and funding sources, the Task Force members determined that the programs and services that the City is providing is consistent with what other jurisdictions are providing and meeting the requirements of the law. Task Force members found that many City programs are self sustaining through dedicated funding sources and these funding sources cannot be used for General Fund purposes. Since the operating funding shortfalls are projected to occur primarily in the General Fund, the Task Force members concentrated their discussion primarily in this area. They noted that the two major departments that are funded through the General Fund are Police and Library. Because of this, the Task Force members felt that the initial performance audits and budget prioritization efforts should be focused in these two areas.

As a result of their work, the Task Force identified key steps and recommendations that the City should take in addressing the City's financial future.

## **Task Force Recommendations**

1. The City needs to develop a communication plan that is comprehensive and will provide information on the results of the performance audits, property tax rate education and information, how efficient the City is in providing services, and how City services are actually funded. Key to the property tax education and information is communicating how Tigard's tax rate compares to surrounding jurisdictions (showing that the tax rate is significantly lower). Task Force members also felt that this communication plan and message needs to be consistent and shared often with citizens.
2. After reviewing the mix of City services provided, the Task Force members did not find that the City is providing any services that the City should not be providing. Therefore, the Task Force is not recommending a change in current services provided.
3. Performance audits should be conducted in key areas/programs, especially in the General Fund:
  - a. The cost of audits should be added into the budget as soon as possible.
  - b. The audits must be conducted by a credible independent party which could include the use of professional organizations and/or graduate students rather than simply an audit firm. This could reduce the cost of the performance audits.
  - c. Continued citizen involvement in the performance audit process is important.
  - d. The results of the audits would then be used to either gain efficiency that eliminates the projected budget shortfalls or to communicate how effective and efficient City programs are.
  - e. If the audits show that no significant cost savings can be realized, then prepare options for a local option levy. Please see recommended approach to local option levy outlined later.

4. The City should continue adjusting fees and charges to recover costs and make periodic adjustments as needed. The City should continue reviewing fees and charges on an annual basis.
5. The City should support any reasonable County tax measure that would bring additional revenue to the City. This will be extremely important in the resolution of future library funding through the Washington County Cooperative Library Services (WCCLS).
6. The City should monitor and make sure that the City is maximizing grant revenues and the City's share of revenues from the State of Oregon, Washington County, and Clean Water Services.
7. In any local option levy proposal, the rate should capture not only the cost of the program or service, but also the cost of all related support services and overhead.
8. The City should develop and pursue corporate/private sector funding and/or sponsorships for programs and projects whenever possible.
9. The City should initiate and continue to pursue any existing efforts in developing cooperative agreements with other local jurisdictions. This could include equipment sharing and minimizing the duplication of delivering services.
10. The financial impact on future City budgets should always be analyzed when considering new program initiatives and capital acquisition or construction.

#### **Overall Approach to Local Option Levy**

The Task Force recommends a sequential set of actions as an overall financial strategy. The City would only proceed to the next sequential step if the prior step fails to remedy the projected budget shortfalls.

The sequential actions are:

1. Conduct performance audits in key areas/programs (primarily programs funded using General Fund resources) to identify opportunities for improved efficiencies and cost savings.
2. Begin prioritizing General Fund programs now so department directors can clearly articulate what programs/services are least important in their areas and the associated costs of each program – department directors should be encouraged to rank prioritize from least to more important up to 15% reductions in overall department budget.
3. Carefully organize and articulate a local option levy campaign in the community that logically explains that performance audits have not identified cost savings and thus the City has two options – increase revenue with a local option levy or eliminate the lowest prioritized services.

4. Determine the magnitude of the budget shortfall and provide the community with a series of local option levies (cafeteria style) that allow residents to make specific choices among the lowest prioritized services and the associated tax. Programs approved by voters would continue and all others would be eliminated. To maintain credibility with the community, all services not approved by voters must be eliminated.

#### **Attachments**

1. PowerPoint presentation on Tigard's Financial Outlook dated August 24, 2005.
2. Financial Ballot Measure Survey
3. Fees and Charges Comparison Chart
4. Comparison of Local Jurisdiction's Permanent Tax Rates
5. Results of Task Force Exercise in Ranking Programs and Funding Sources
6. Matrix of Tigard Municipal Code and State Statutes to City Programs
7. General Fund Programs/Division Funding Sources Chart
8. Comparison Chart of Services Provided by Surrounding Jurisdictions

AGENDA ITEM # \_\_\_\_\_  
FOR AGENDA OF March 21, 2006

CITY OF TIGARD, OREGON  
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Proposed Capital Improvement Program Projects for FY 2006-07

PREPARED BY: A.P. Duenas *A.P. Duenas* DEPT HEAD OK *A.P. Duenas* CITY MGR OK *Cam Fowler*

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ISSUE BEFORE THE COUNCIL

Presentation of the current FY 2006-07 draft CIP (Capital Improvement Program) project list for discussion, input, revisions and suggestions for additional projects.

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STAFF RECOMMENDATION

That Council review and discuss the draft project list, provide input on the existing list, suggest additional projects (if any), and provide any other direction necessary for staff to finalize the project list for submittal through the City's budget formulation process.

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INFORMATION SUMMARY

The CIP formulation process for FY 2006-07 began in December 2005. The first of two public meetings to introduce the project list and to receive public input on the proposed projects was conducted on December 7, 2005. The draft list was posted on the City of Tigard webpage on the same day. The meeting was held as an open-house event to provide the public an opportunity to view information and converse with staff regarding the proposed CIP projects. Since then, the City has received numerous comments on the draft list and suggestions for additional projects. The City conducted a second public meeting on Wednesday, January 25, 2006 to provide another opportunity for public input.

The formulation process includes Planning Commission and City Council input before the draft project list is submitted through the City's budget process. The Planning Commission reviewed, discussed and provided input on the draft list at its meeting on March 6, 2006. The Planning Commission recommendations are:

- Seek to incorporate a median (for pedestrian refuge) on Highway 99W as part of the County's Hall Blvd/Highway 99W intersection project.
- Consider adding capacity (additional turning lanes) at the Tiedeman Avenue/Tigard Street intersection. In response, we have added a project to analyze that intersection to determine what improvements are needed to provide that added capacity.

This workshop meeting on March 21, 2006 provides Council with an opportunity to discuss and provide input on the draft project list updated as of March 10, 2006. Attached are the following for your review prior to the meeting:

- Draft List of Proposed Projects for FY 2006-07 (updated as of March 10, 2006)
- Executive Summary of the Public Input and Staff Responses on the Draft 2006-07 CIP Project List

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OTHER ALTERNATIVES CONSIDERED

N/A

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COUNCIL GOALS AND TIGARD BEYOND TOMORROW VISION STATEMENT

The projects in the FY 2006-07 CIP strongly support the Council goals to "Implement Downtown Plan" and "Improve 99W Corridor." In addition, specific projects in the various systems support other important Council goals for 2006. In general, the projects in the FY 2006-07 CIP all promote the Tigard Beyond Tomorrow goals in Growth and Growth Management, Transportation and Traffic, Urban and Public Services and Community Character and Quality of Life.

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ATTACHMENT LIST

1. Draft List of Proposed Projects for FY 2006-07
  - a. List by System
  - b. List by Funding Source
2. Executive Summary of the Public Input and Staff Responses on the Draft FY 2006-07 CIP Project List

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FISCAL NOTES

The specific projects and project funding are as shown on the draft list. The proposed FY 2006-07 CIP (after Council comments) will be submitted through the City's budget formulation process for eventual adoption in June 2006. The adopted CIP will be effective July 1, 2006.

**Report - Project Details by Type**  
**CIP Year: FY 2006-07**

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**City Facilities System Program**
**\$1,795,197**
**Audio/Visual Control System for Council Chambers**
**\$83,000**

cip year: FY 2006-07

*Facility Fund*
**\$83,000**

status: Proposed

**description:**

This project is carried over from FY 2005-06 for the provision and installation of audio, visual, and control systems for the Tigard City Council Chambers.

**Card Reader Installation**
**\$18,500**

cip year: FY 2006-07

*Facility Fund*
**\$18,500**

status: Proposed

**description:**

The City has several IDF or network wiring rooms throughout its facilities. The FBI is requiring that all IDF rooms be accessed via a card reader system. This project installs card readers at each IDF room and replaces the one at the Library coffee bar.

**City Facility Security Upgrades**
**\$10,000**

cip year: FY 2006-07

*Facility Fund*
**\$10,000**

status: Proposed

**description:**

City facilities are access controlled by a combination of key entries and electronic card entries. The current key system patent will expire in 2007, which will require the City to implement a new key system. In addition, the City desires to install additional card reader entries to reduce the number of entries with key access. This effort will provide better overall access control.

This upgrade will be phased in over several fiscal years.

**Citywide Facility Master Plan**
**\$50,000**

cip year: FY 2006-07

*Facility Fund*
**\$50,000**

status: Proposed

**description:**

This project provides funding for a consultant to prepare a Master Plan for City Hall buildings and determine if remodeling of the buildings would be required. The project also includes extra funding to finance the remodeling if needed.

**Commuter Rail Station Enhancement**
**\$100,000**

cip year: FY 2006-07

*Facility Fund*
**\$100,000**

status: Proposed

**description:**

The proposed 14.7-mile Commuter Rail line will share freight train tracks with the Portland & Western railroad running through eastern Washington County. In addition to serving Tigard, the line will also serve five stations in Beaverton, Washington Square, Tualatin and Wilsonville. The Tigard Commuter Rail station will be located in the downtown adjacent to the existing TriMet Bus station approximately 300 feet east of Main Street on the north set of tracks. The existing tracks on the south side will be removed. A Park and Ride facility will also be constructed south of the Commuter Rail line.

This project provides funding for the design and construction of specific enhancements such as streetscaping, lighting, landscaping to enrich the combined TriMet Bus/Commuter Rail site that

will function as a transportation hub in downtown Tigard. Construction is anticipated to begin in late 2006 with service scheduled for 2008.

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<b>Consolidation of Public Works Facilities (Water Building)</b>	<b>\$630,000</b>
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cip year: FY 2006-07

*Facility Fund*

\$630,000

status: Proposed

**description:**

The Public Works staff and crews are currently housed in several locations, which leads to inefficiencies in coordination and communication. This project begins the process to consolidate as many of the Public Works Department staff and crews in one building as possible. The Water Building will be reconfigured as needed for efficient operation to accommodate the Public Works staff and crews. Public Works will move from the Ash Street offices to the Water Building after the work is completed.

This project will include architectural, engineering and construction expenses.

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<b>Library Parking Lot Expansion</b>	<b>\$180,000</b>
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cip year: FY 2006-07

*Facility Fund*

\$180,000

status: Proposed

**description:**

This project modifies and expands the existing Library parking lot at the northeast corner of the Hall Blvd/Wall Street intersection to provide additional parking spaces for the patrons visiting the Library. The project also relocates the Library entrance immediately east of Hall Blvd to approximately 370 feet east of the street to connect to the proposed Wall Street. This project will be constructed in conjunction with the Hall/Wall Street - Phase 2 project to minimize impacts to the Library and other properties in close proximity.

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<b>Library Projects - Houghton - Root Donations</b>	<b>\$427,697</b>
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cip year: FY 2006-07

*Facility Fund*

\$427,697

status: Proposed

**description:**

<b>Library Property - Voluntary Cleanup</b>	<b>\$26,000</b>
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cip year: FY 2006-07

*Facility Fund*

\$26,000

status: Proposed

**description:**

<b>Outside Entrance to PC-4 conference room</b>	<b>\$15,000</b>
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cip year: FY 2006-07

*Facility Fund*

\$15,000

status: Proposed

**description:**

This project modifies the existing conference room at the northeast corner of the Permit Center Bldg. Installation of a new door will allow the public to enter the room without entering the main entrance when conducting public meetings.

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<b>PD Underground Storage Tank Upgrade</b>	<b>\$40,000</b>
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cip year: FY 2006-07

*Facility Fund*

\$40,000

status: Adopted

**description:**

Decommission and remove existing underground storage tank for the emergency back up generator at the Police Department. Install above ground storage tank of same capacity (500 gallons).

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**Police & Records Storage Remodel** **\$15,000**

cip year: FY 2006-07

Facility Fund\$15,000

status: Proposed

**description:**

The project remodels the current Public Works operations building to accommodate storage of Police evidence and city records. The remodel includes architect fees, construction costs including modifications to plumbing, electrical and heating systems, purchase of a generator and above ground tank, man lift and shelving units for storage. By remodeling the operations facility, Police and City records will be able to store records and evidence in one location consequently reducing overall operating costs and enhancing more efficient operation.

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**Senior Center Remodel Design (including Seismic Upgrade)** **\$200,000**

cip year: FY 2006-07

Facility Fund\$200,000

status: Proposed

**description:**

The Senior Center needs to be remodeled and enlarged to meet the current and fast-growing needs of Tigard's senior population. In addition, as part of the on-going maintenance and update of City facilities, the Center needs to be upgraded to meet current seismic standards. This project includes engineering design, construction documents and construction costs.

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**Report - Project Details by Type**  
**CIP Year: FY 2006-07**

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**Parks System Program** **\$1,828,363**
**BPA Trail Feasibility Study** **\$15,000**

cip year: FY 2006-07

*Parks Capital Fund* **\$15,000**

status: Proposed

**description:**

This is a proposed pedestrian trail that would extend along the Bonneville Power Administration (BPA) power line easement from SW Beef Bend Road to SW Barrows Road. A consultant will be contracted to develop a preliminary trail alignment study.

**Clute Property House Demolition** **\$15,000**

cip year: FY 2006-07

*Parks Capital Fund* **\$15,000**

status: Proposed

**description:**

This house is being demolished to create space for a future small, neighborhood park on City owned property.

**Fanno Creek Trail (Hall to Fanno Creek)** **\$30,000**

cip year: FY 2006-07

*Parks Capital Fund* **\$30,000**

status: Proposed

**description:**

This trail segment will be from Hall Blvd. to Fanno Creek, north of the bridge across Fanno Creek. This segment will connect to the existing trail south of the bridge.

**Fanno Creek Trail Master Plan** **\$60,000**

cip year: FY 2006-07

*Parks Capital Fund* **\$60,000**

status: Proposed

**description:**

The Fanno Creek Greenway Trail is a 15-mile recreational and commuter trail that connects the Willamette River in southwest Portland to the Tualatin River near Cook Park. When completed, the Fanno Creek Trail will provide the first regional multi-use trail on the west side of the Portland region, linking existing parks and recreational facilities. More than 50% of the Tigard portion of the trail has been completed.

This project provides funding to prepare a Master Plan to identify available rights-of-way along the creek to construct the remaining portion of the trail in the future.

**Land Acquisition** **\$579,513**

cip year: FY 2006-07

*Parks Capital Fund* **\$579,513**

status: Proposed

**description:**

This project is directly related to the Council goal of "Address growth - Identify and acquire open space and park land". The use ranges from neighborhood parks to greenspace to pocket parks.

**Northview Park - Shelter & Path Installation** **\$25,000**

cip year: FY 2006-07

*Parks Capital Fund* **\$25,000**

status: Proposed

**description:**

This will continue the park master plan by adding a picnic shelter and a path system within Northview Park.

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<b>Parkland Acquisition - Downtown</b>	<b>\$100,000</b>
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cip year: FY 2006-07

*Parks Capital Fund*

\$100,000

status: Proposed

description:

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<b>Skate Park Development &amp; Construction</b>	<b>\$426,300</b>
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cip year: FY 2006-07

*Parks Capital Fund*

\$426,300

status: Proposed

description:

This project constructs a 15,000 square foot, in-ground skate park in the area of the City Hall parking lot approved by City Council. Funding for this project will come from private donations, general fund and system development charges. At this point, private donations are expected to raise approximately \$40,000 and the balance will come from a combination of the General Fund and the Parks SDC fund. These funding sources will be consolidated and transferred into the Parks Capital Fund.

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<b>Tree Replacement/Planting</b>	<b>\$50,000</b>
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cip year: FY 2006-07

*Parks Capital Fund*

\$50,000

status: Proposed

description:

This continues the yearly program to plant new trees in greenways and parks, remove old and hazardous trees, and maintain and protect existing trees. Funding for this is from the fee developers pay when it is not possible to protect existing trees on property that is being developed.

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<b>Tualatin River/Cook Park Trail from Garden to Bridge</b>	<b>\$97,530</b>
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cip year: FY 2006-07

*Parks Capital Fund*

\$97,530

status: Proposed

description:

This 1300 foot trail segment will connect the Cook Park Trail to the newly constructed Tualatin River Bicycle and Pedestrian Bridge. The funding for this project will come from a state grant, Park SDCs and the fund balance.

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<b>Washington Square Regional Center Trail</b>	<b>\$430,020</b>
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cip year: FY 2006-07

*Parks Capital Fund*

\$430,020

status: Proposed

description:

This project provides funding for a conceptual design, final design and construction of a trail on the south side of Ash Creek between Highway 217 and Hall Boulevard. The trail will be approximately 3,000 feet long by 10 feet wide and will be a multi-use bicycle and pedestrian path. By providing this trail, pedestrians and bicyclists will be able to bypass the traffic on Hall Boulevard, Greenburg Road, Scholls Ferry Road and Nimbus Avenue.

**Report - Project Details by Type**  
**CIP Year: FY 2006-07**

created on:  
**3/13/2006 11:45:19 AM**

**Street System Program** **\$6,803,000**

**72nd Avenue/Dartmouth Street Intersection Signalization** **\$500,000**

cip year: FY 2006-07

*Traffic Impact Fee Fund* **\$300,000**

status: Proposed

*Gas Tax Fund* **\$200,000**

**description:**

The 72nd Avenue/Dartmouth Street intersection is un-signalized, is configured as an "all-way stop" and is one of the most heavily-traveled intersections in Tigard. The multiple lanes on both streets are not conducive to the orderly movement of traffic. Both 72nd Avenue and Dartmouth Street in the vicinity of the intersection are virtually at capacity since they have become desirable routes attracting most local traffic in Tigard. Therefore, the intersection operating conditions are poor and show significant delay in the AM and PM peaks. In addition, the traffic volumes will most likely increase as large vacant properties in Tigard Triangle are developed. Increased traffic volumes would make the intersection unsafe and even more difficult for orderly movement of traffic.

This project installs a traffic signal and constructs necessary roadway improvements to improve the traffic handling capacity of the intersection.

The design is scheduled to be completed in the summer of 2006 and construction is scheduled for the fall of 2006 or spring of 2007.

The intention at this time is to explore the formation of a reimbursement district to allocate the project costs among upcoming developments. \$127,642 has been collected from developers. The amount of \$372,358 will be contributed by the City for the improvements, which would be fully or partially reimbursed by the developments as they occur within the proposed district.

**Ash Avenue Connection Feasibility Study (Fanno Creek to Scoffins St)** **\$40,000**

cip year: FY 2006-07

*Gas Tax Fund* **\$40,000**

status: Proposed

**description:**

This project provides funding for a corridor study to determine a feasible alignment for Ash Avenue between Fanno Creek and Scoffins Street. If the recommendation from that study is to retain the extension of Ash Avenue, the design of the street, which may be initiated as early as FY 2007-08 will incorporate improvement concepts developed by the Downtown Comprehensive Streetscape Design Plan.

**Ash Avenue Construction (Burnham Street to Railroad Tracks)** **\$220,000**

cip year: FY 2006-07

*Gas Tax Fund* **\$220,000**

status: Proposed

**description:**

**Bull Mountain Road (at Hwy 99W) Right-Turn Lane Widening** **\$75,000**

cip year: FY 2006-07

*Traffic Impact Fee Fund -*

status: Proposed

*Urban Services* **\$75,000**

**description:**

This project widens the right-turn lane on Bull Mountain Road at Highway 99W. The current eastbound lane from Bull Mountain Road to southbound Highway 99W is not wide enough to accommodate truck turning movements and other large-sized vehicles. In addition, the turning radius is substandard, which makes it difficult for vehicles to stay within the lane while maintaining the travelling speeds. The outfall of the storm drain pipe that runs underneath the road is also broken off and is in need of repair. This project provides funding to relocate an existing planter strip to provide space for widening of the right-turn lane and repair the existing storm drain outfall. It also enlarges the curb return radius for safe turning movements. Coordination with Washington County and the Oregon Department of Transportation on the design of the improvements is in progress. The funding provided is for completion of the project, which is expected to begin in late FY 2005-06.

**Bull Mountain/Roshak Road Intersection** **\$100,000**

cip year: FY 2006-07

*Traffic Impact Fee Fund -*

status: Proposed

*Urban Services* **\$100,000**

**description:**

This project incorporates the half-street improvements designed by a new subdivision north of the intersection. The joint project improves the horizontal alignment of Bull Mountain Road and enhances the street's capacity to accommodate additional traffic volumes generated by new developments in close proximity. Completion of the project will provide a dedicated left-turn lane from Bull Mountain to Roshak Road, and two through-lanes. Also included in the project are minor drainage work and new striping pattern to accommodate the additional lane. This project is funded from the Urban Services TIF fund in the amount of \$100,000, allocated in two fiscal years FY 2005-06 and FY 2006-07, with the subdivision providing necessary funding for the half-street improvements required for its development.

**Burnham Street Improvements****\$750,000**

cip year: FY 2006-07

Gas Tax Fund\$750,000

status: Proposed

**description:**

This project completes the design of Burnham Street between Main Street and Hall Boulevard and provides funding to initiate right-of-way acquisition. Based on current design standards, the street requires a minimum paved width of 44 feet with sidewalks and landscaped strips on each side of the street. The 44-foot paved width may consist of two travel lanes, a center-turn lane and two bike lanes. However, the elements proposed for the street may be modified to incorporate design concepts recommended by the Tigard Downtown Comprehensive Streetscape Plan, which is currently underway. Those recommendations are expected to be completed in the summer of 2006. The final design for Burnham Street is scheduled to be completed in December 2006. Right-of-Way acquisition is anticipated to occur in the fall and winter of the fiscal year and construction to begin in the spring of 2007 if feasible.

**Commercial Street (at Main Street) Intersection Treatments****\$75,000**

cip year: FY 2006-07

Gas Tax Fund\$75,000

status: Proposed

**description:**

This project designs and constructs appropriate treatments on Commercial Street at Main Street. Specific improvements identified in the Tigard Downtown Comprehensive Streetscape Plan, including signage, monuments, streetscape enhancements, light fixtures, landscaping, etc., will be incorporated into the project to ensure consistency of the overall design theme required for downtown Tigard. This project requires coordination with the Commercial Street Improvements project, which is scheduled for construction in early-fall of 2006, to minimize impacts to the street and develop a cost-effective approach for both projects.

**Commercial Street Improvements (Lincoln Avenue to Main Street)****\$400,000**

cip year: FY 2006-07

Gas Tax Fund\$400,000

status: Proposed

**description:**

This project involves construction of half-street improvements with sidewalk on the north side of the street to provide a continuous sidewalk on Commercial Street from Lincoln to Main Street. The total paved width of Commercial Street after improvements is 28 feet curb-to-curb, which will accommodate two travel lanes and parking spaces on one side of the street. Due to close proximity of existing homes, trees, bridge piers, and railroad tracks, planter strips will be placed wherever feasible. The preliminary design has been completed and necessary rights-of-way are being acquired from three properties.

Construction of the project was originally scheduled for the spring of 2006. However, in order to incorporate the design concepts of the Downtown Comprehensive Streetscape Plan into the project and to assure the rights-of-way are acquired in time for the improvements, the construction has been re-scheduled to early-fall of 2006. Completion of the project will provide a safe and convenient pedestrian route to downtown services and the planned commuter rail station. This project has been approved for CDBG funding in the amount of \$91,300 with local matching funds of \$208,700 coming from the Gas Tax Fund.

**Downtown Comprehensive Streetscape Design****\$25,000**

cip year: FY 2006-07

Gas Tax Fund\$25,000

status: Proposed

**description:**

The Tigard Downtown Improvement Plan, which was completed in September 2005, identifies eight "catalyst projects" and smaller-scale "brand-Tigard" projects with the potential to enhance the development environment of downtown Tigard.

The first step towards implementation of the catalyst projects is to create a Comprehensive Streetscape Plan for the downtown area. The plan will identify an overall theme for the downtown area, establish design

details for streets, public spaces, gateways, commuter rail station, parking lots, and recommend improvements suited for downtown streets. The plan will be designed by a Landscape Architect consultant and is scheduled to be completed in the summer of 2006. Completion of the plan will provide general design guidelines and a package of projects that can be implemented over a period of years as funding sources become available.

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**Durham Road/108th Avenue Intersection Signalization** **\$150,000**

cip year: FY 2006-07

*Traffic Impact Fee Fund* **\$150,000**

status: Proposed

**description:**

This project was funded in FY 2005-06 for installation of a traffic signal at the Durham Road/108th Avenue intersection. Traffic volumes on Durham Road have steadily increased since the mid 80's and will continue to increase as the street provides a direct connection between two state highways, Highway 99W and Hall Boulevard. Due to the increase in traffic volumes on Durham Road, traffic attempting to turn left from 108th Avenue onto the street experiences excessive delay. The problem has become worse as the residential developments along 108th Avenue are completed and generate impacts on the operations of traffic movements at this intersection. A traffic analysis conducted in March 2005 indicates installation of a traffic control signal on or about 2006 will enhance traffic safety at the intersection.

Funding provided for this project is for the design and installation of a traffic signal, including necessary roadway improvements, to provide safe and controlled turning movements for traffic at the intersection.

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**Hall Blvd and Highway 99W Gateway Treatments** **\$75,000**

cip year: FY 2006-07

*Gas Tax Fund* **\$75,000**

status: Proposed

**description:**

This project designs and constructs landscape and streetscape improvements at the intersection of Highway 99W and Hall Blvd. The improvements will incorporate the design concept established by the Downtown Comprehensive Streetscape Plan.

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**Hall Blvd Half-street Improvements (Fanno Creek to 450 feet north)** **\$150,000**

cip year: FY 2006-07

*Traffic Impact Fee Fund* **\$150,000**

status: Proposed

**description:**

This project widens Hall Blvd on the east side of the street from the existing Fanno Creek Bridge to approximately 450 feet north. The current northbound travel lane, which is less than 12 feet, will be widened to 12 feet. The narrow roadway shoulder will be replaced with a paved 6-foot bike lane. The new sidewalk will be installed at the ultimate location of the right-of-way required for an arterial (50 feet from the street centerline), which can accommodate a 5-lane street section in the future as needed. A planter strip will separate the bike lane and the sidewalk. Mitigation of the storm water generated by the additional impervious area will also be addressed in the design. The existing bridge will not be widened as part of this project.

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**Hall Boulevard (at McDonald Street) Right-turn Lane Widening** **\$125,000**

cip year: FY 2006-07

*Traffic Impact Fee Fund* **\$125,000**

status: Proposed

**description:**

This project, which was funded in FY 2005-06, will be extended into FY 2006-07 to complete the design and acquisition of rights-of-way for construction of a southbound right-turn lane on Hall Boulevard at McDonald Street, as indicated by the conditions of approval for the development of the Library. In addition to widening the street, curb and sidewalk are proposed along the new segment of the street to improve pedestrian safety. An ODOT permit will be required for the improvements. A traffic study has been completed identifying required design elements such as lane width, storage lane, corner radius, etc. Construction of the project is tentatively scheduled to begin in late-spring of 2007.

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**Hall Boulevard Crosswalk (at Fanno Creek Pathway)** **\$80,000**

cip year: FY 2006-07

*Gas Tax Fund* **\$80,000**

status: Proposed

**description:**

This project is carried over from FY 2005-06 for installation of a crosswalk on Hall Blvd to provide a mid-block crossing for Fanno Creek Trail users. Since Hall Boulevard is a state route, location of the crosswalk requires approval from the Oregon Department of Transportation (ODOT). Upon completion of the project, the crosswalk will provide a mid-block crossing on a heavily-traveled, two-lane state route with a posted

speed limit of 40 mph. Flashing beacons will be installed prior to or at the crossing to alert the on-coming two-way traffic of pedestrians crossing the street.

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**Hall Boulevard Sidewalk (Spruce St to 850' south) \$100,000**

cip year: FY 2006-07

*Gas Tax Fund*

\$100,000

status: Proposed

**description:**

This project is carried over from FY 2005-06. It enhances pedestrian movements along Hall Blvd south of Spruce Street by installing sidewalks on the west side of the street for approximately 850 feet. Hall Boulevard at this location is a narrow two-lane roadway without sidewalks forcing pedestrians to use the existing bike lane and occasionally encroach into the travel lane. The close proximity of existing homes, landscape and limited right-of-way on this state route preclude placement of planter strips at some locations. This project has been approved for Community Development Grant (CDBG) funding in the amount of \$136,725 with local matching funds of \$108,275 coming from the Gas Tax Fund, for the total of \$245,000, of which \$100,000 is allocated in FY 2006-07 to complete the project.

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**Hall Boulevard/Wall Street Intersection - Phase 2 \$700,000**

cip year: FY 2006-07

*Traffic Impact Fee Fund*

\$700,000

status: Proposed

**description:**

This project constructs a common access to Hall Boulevard for the Library and the Fanno Pointe Condominiums as required by the Oregon Department of Transportation (ODOT). To ensure the project is constructed expeditiously for safe crossings at the entrance to the Library, the City divided the project in two phases: Phase 1 is the installation of a traffic signal at the entrance to the Library, which is scheduled to be completed in December 2005. Phase 2 is the construction of approximately 370 feet of the common access, which has the same alignment with the proposed Wall Street, connecting Hall Boulevard to Hunziker Street. Wall Street is not proposed for construction at this time.

Pinebrook Creek will be re-aligned for construction of the access. Because the re-alignment work is characterized as in-stream work, the Division of State Lands permit requires the work to be performed between July and October. Construction of the project is scheduled to begin in early-summer of 2006.

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**Highway 99W Corridor Improvement & Management Plan \$20,000**

cip year: FY 2006-07

*Gas Tax Fund*

\$20,000

status: Proposed

**description:**

Highway 99W carries over 50,000 vehicles per day, half of which is regional through traffic. This highway is currently overwhelmed by the existing traffic volumes. There are no significant parallel routes to this highway, and the traffic congestion will continue to worsen as traffic increases during the next few years. The intersections of Highway 99W with Hall Boulevard, Greenburg Road, and McDonald Street are bottlenecks that seriously hamper the smooth flow of traffic. At peak travel hours, cut-through traffic uses the City of Tigard's collector and arterial system to avoid the Highway 99W traffic congestion. This traffic adversely impacts the arterial and collector street system in the City.

The City has received a Transportation and Growth Management (TGM) grant to develop the plan. The study will evaluate various alternatives for improvement of the highway (including development of new parallel routes and connections that can feasibly be made between developments parallel to the highway) between Durham Road and Interstate 5. The intent of the study is to address current traffic deficiencies, present design alternatives and propose strategies that would provide for effective traffic circulation, connectivity and operational improvements to the highway and its corridor. The study would provide a plan for management of the corridor and a package of projects (both large and small) that can be implemented over a period of years as funding sources are identified and designated for these projects. The allocated funding is to provide a local matching fund required by the TGM grant.

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**Main Street Safety Improvements \$75,000**

cip year: FY 2006-07

*Gas Tax Fund*

\$75,000

status: Proposed

**description:**

This project includes minor safety improvements on Main Street including installation of light fixtures, bulbs-out, marked crosswalks, etc. A study will be conducted to determine the feasibility and locations of the improvements.

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**Pavement Major Maintenance Program (PMMP) \$1,160,000**

cip year: FY 2006-07  
status: Proposed

Street Maintenance Fee (SMF)	\$950,000
Gas Tax Fund	\$210,000

**description:**

The City has been active in implementing the yearly Pavement Major Maintenance program of corrective and preventative maintenance on streets in Tigard. The program, which includes rehabilitation alternatives, has the abilities to 1) restore the pavement's structural integrity, 2) increase riding quality, and 3) improve traffic safety. More importantly, through this pavement preservation strategy, the City was able to encounter a good return on its maintenance investments, which would have been significantly higher if it used different approaches, i.e. reconstruction, when the streets are allowed to deteriorate. The City will continue to monitor and evaluate the pavement conditions after streets have been rehabilitated to document the effectiveness of the treatments. So far, the streets that have received treatments, have shown signs of exceeding their expected service lives. Streets scheduled to be included in this year's program are:

- 68th Avenue (Highway 99W to Atlanta Street)
- 72nd Avenue (Baylor Street to 1,000 feet north)
- 79th Avenue (Bond to Ashford Street)
- 100th Avenue (Sattler Road to Murdock Street)
- 136th Avenue (south of Walnut Lane)
- Durham Road (Summerfield Drive to Serena Court)
- Garden Park Place Loop (at 110th Avenue)
- Lomita Avenue (90th Avenue to end)
- Pine Street (east of 69th Avenue)
- Upper Boones Ferry Road (72nd Avenue to Interstate 5).

The project list is subject to change due to actual bid proposals submitted at the time the project is advertised for construction. The lowest submittal bid price could exceed the proposed budget, which would require the City to move some streets from the current fiscal year to FY 2007-08. The Gas Tax fund will provide funding for improvements of the areas outside the existing edges of pavement if needed. Rehabilitation of the streets, including reconstruction if necessary, within the existing edges of pavement will be funded through the Street Maintenance Fee Fund.

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<b>Sidewalk Improvements</b>	<b>\$100,000</b>
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cip year: FY 2006-07  
status: Proposed

Gas Tax Fund	\$100,000
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**description:**

The existing network of sidewalks in Tigard is not continuous outside of the newer residential subdivisions. The City recognizes continuity and connectivity are key issues for pedestrians and intends to address these issues through this project. The first priority is to provide sidewalks between transit amenities such as bus stops and key activity centers. Extension of existing sidewalks at various locations in the City to provide safe paths to schools for students will also be considered.

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<b>Street Striping Program</b>	<b>\$15,000</b>
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cip year: FY 2006-07  
status: Proposed

Gas Tax Fund	\$15,000
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**description:**

This is an annual program that provides funding for installation of new striping on streets that demonstrate the need for replacement of existing stripes, pavement markings and pavement markers. This year's program includes new striping on the following streets:

- Sequoia Parkway (Upper Boones Ferry to Bonita Road)
- Canterbury Lane (Highway 99W to 103rd Avenue)
- 112th Avenue (400 west of Highway 99W)
- Walnut Street (121st to Tiedeman Avenue)
- 71st Avenue (Highway 99W to Spruce Street)
- 72nd Avenue (Hermoso Way to Highway 99W)
- 91st Avenue (Greenburg Road to Lincoln Street).

Stop bars will also be re-painted at various locations.

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<b>Tigard Street/Tiedeman Avenue Intersection Traffic Feasibility Study</b>	<b>\$50,000</b>
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cip year: FY 2006-07  
status: Proposed

Gas Tax Fund	\$25,000
Traffic Impact Fee Fund	\$25,000

**description:**

Traffic volumes at the Tigard Street/Tiedeman Ave intersection, which appear to exceed the capacity of this unsignalized intersection, cause long queues and delays for the traffic approaching the intersection especially during peak hours. This project provides funding for a feasibility study to identify transportation impacts and recommend improvements that will improve traffic safety and circulation for pedestrians and motorists at the intersection.

**Tigard Triangle Street Improvements LID No.1****\$1,750,000**

cip year: FY 2006-07

Tigard Triangle LID #1 Fund \$1,750,000

status: Proposed

**description:**

The Tigard Transportation System Plan (TSP) identifies the Tigard Triangle as an area where the street infrastructure needs to be significantly upgraded to meet the City's established standards. The formation of a Local Improvement District (LID) for construction of street improvements would address some of the deficiencies identified in the TSP.

Specht Development, Inc. submitted a petition requesting the formation of an LID to improve certain streets within the Tigard Triangle. The proposed improvements include street and utility improvements to 68th Ave, 69th Ave and 70th Ave between Dartmouth and Baylor Street and Dartmouth Street and Clinton Street between 68th and 70th Ave, all within the Tigard Triangle.

In the Council meeting of February 28, 2006, City Council approved the establishment of the proposed LID and directed staff to proceed with the Preliminary Engineer's Report. This project provides funding to complete the report and to construct the improvements for the district if it is formed.

**Traffic Calming Program****\$8,000**

cip year: FY 2006-07

Gas Tax Fund\$8,000

status: Proposed

**description:**

The Traffic Calming Program is an annual program that installs traffic calming measures aimed at slowing vehicle speeds within residential neighborhoods. Speed humps have been favored by the majority of residents and have been installed in many cases because they have proven effective in reducing speeds by 4 to 6 mph. Streets are selected for the program using the following criteria: traffic speed, volume, number of accidents, existence of sidewalks, cut-through traffic and neighborhood's participation.

In consideration of the comments from Tualatin Valley Fire & Rescue district (TVF&R), the speed humps have been re-shaped to accommodate emergency vehicles, which are now referred as speed cushions. This year's program includes the installation of speed cushions on:

- O'Mara Street (Hill Street to Hillview Court)
- Ventura Drive (east of 72nd Avenue)
- 114th Avenue (south of Gaarde Street)
- Fern Street (west of 138th Avenue)
- 106th Avenue (north of Dakota Street).

Other streets may be added to the program depending upon neighborhood interest and the street ranking in the program rating system.

**Walnut Street (116th to Tiedeman Avenue) ROW Acquisition****\$40,000**

cip year: FY 2006-07

Gas Tax Fund\$40,000

status: Proposed

**description:**

This project provides funding to acquire the remaining rights-of-way for the improvements of Walnut Street between 116th and Tiedeman Avenue. The design has been completed and most of the rights-of-way have been acquired in FY 2004-05. Acquisition of the rights-of-way is necessary for future widening and reconstruction of the street. The narrow two-lane street is proposed to be widened to a three-lane roadway with curb, sidewalk and bike lanes. Construction of the project is scheduled to begin in FY 2009-10.

**Walnut Street Improvements (135th to 121st Avenue)****\$20,000**

cip year: FY 2006-07

Gas Tax Fund\$20,000

status: Proposed

**description:**

This project is the last phase of a three-phase project funded through the Washington County MSTIP3.

The first phase improved the Walnut/121st Avenue intersection, which was completed by the County in August 2001. The second phase constructed the Walnut/Gaarde Street intersection and its approaches and installed a traffic signal at the intersection. The project was completed by the City also in 2001.

Phase 3 is constructed by the County, which began in the spring of 2005. The project widens Walnut Street between 135th and 121st Avenue to provide a 44-foot paved roadway that consists of two travel lanes, a center-turn lane and two bike lanes. Planter strips are also installed wherever possible. The project also reconfigures and separates the Walnut Lane/135th Avenue intersection from Walnut Street. Certain improvements, such as extension of sanitary sewer lines, upgrades of waterlines and installation of pavement overlay, are also included in the project and are funded by the City. The construction is anticipated to be completed in the summer of 2006.

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**Report - Project Details by Type**  
**CIP Year: FY 2006-07**

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**Sanitary Sewer System Program** **\$2,500,000**
**79th Ave Sanitary Sewer Outfall** **\$80,000**

cip year: FY 2006-07

*Sanitary Sewer Fund* **\$80,000**

status: Proposed

**description:**

This project installs approximately 1,000 feet of sanitary sewer pipe between 79th Avenue and the CWS 60-inch interceptor running adjacent to Fanno Creek. Construction of the new pipe is necessary to provide an outfall to a proposed sanitary sewer extension district on 79th Avenue that will serve approximately 10 lots on the street. This project will be constructed in conjunction with the 79th Avenue Storm Drainage Outfall project to minimize impacts to private properties.

**Benchview Terrace Sanitary Sewer Access Road** **\$40,000**

cip year: FY 2006-07

*Sanitary Sewer Fund* **\$40,000**

status: Proposed

**description:**

A small creek and drainage from surrounding developments are eroding about 250 feet of a road used by City maintenance crews to reach a sanitary sewer. The road is accessed from Greenfield Drive, just south of the intersection at Benchview Terrace. The purpose of the project is to repair the damage caused by erosion by stabilizing the creek and redirecting drainage.

**Bonita Road at Milton Court - Pipe Removal** **\$30,000**

cip year: FY 2006-07

*Sanitary Sewer Fund* **\$30,000**

status: Proposed

**description:**

In FY 2002-03 the City installed approximately 250 feet of 8-inch sanitary sewer pipe to replace an existing pipe that had severe bellies and poor grade. This segment of the line is located at the Fanno Creek crossing west of the Bonita Road/Milton Court intersection. At the time of construction, the City decided to abandon the existing pipe in place with the intention of removing it at a later time. This project is the removal of the pipe crossing Fanno Creek at this location.

**Citywide Sanitary Sewer Extension Program** **\$2,000,000**

cip year: FY 2006-07

*Sanitary Sewer Fund* **\$2,000,000**

status: Proposed

**description:**

This 5 year-program, which began in FY 2001-02, extends sanitary sewer services to all developed but un-sewered areas Citywide. The City uses the formation of reimbursement districts to construct the sewers. As residents connect to the new sewer line, they have to pay their proportionate share of the cost of the line, plus the normal connection fee.

The FY 2005-06 program proposed to include six reimbursement districts to provide approximately 95 connections to existing homes. However, in order to provide adequate time to purchase easements for construction of the outfalls for 4 districts, last year's program completed only 2 districts: Ash Avenue (at Garrett Street) and 93rd Avenue/Mountainview Lane to provide connections to 37 lots.

The following 6 districts are proposed for FY 2006-07:

- 87th Avenue (north of McDonald Street)
- 97th Avenue (between Murdock and Pembroke Street)
- 100th Avenue (between Inez and McDonald Street)

- Ann Street (between 121st and 116th Avenue)
- Hillview Street (at 102nd Avenue)
- Fairhaven Street (east of 115th Avenue).

These districts will provide approximately 79 connections to existing homes.

The program will need to be extended for several years beyond the original 5-year to address complex design issues, wetland permits and right-of-way acquisitions. Approval from City Council is required to form each district and construct the sewer extensions.

The Commercial Area Sewer Extension Program is also funded from the Sanitary Sewer Fund and offers commercial entities the opportunity to participate in reimbursement districts for extension of sewer service to commercial areas. The current incentive programs for early connection in residential neighborhoods are not offered to the commercial sector. Funding is provided to accommodate potential projects that may surface during the fiscal year from the commercial sector.

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<b>Commercial Street Sanitary Sewer Repair (Lincoln to Maint St)</b>	<b>\$50,000</b>
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cip year: FY 2006-07

Sanitary Sewer Fund      \$50,000

status: Proposed

**description:**

This project replaces approximately 50 feet of a severe damaged pipe on Commercial Street between Lincoln and Main Street that has caused frequent infiltration. This project will be designed and constructed in coordination with the Commercial Street Improvements project between Lincoln and Main Street.

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<b>McDonald Street (at Hall Boulevard) Sanitary Sewer Connection</b>	<b>\$100,000</b>
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cip year: FY 2006-07

Sanitary Sewer Fund      \$100,000

status: Proposed

**description:**

This project connects a previously built but unconnected sanitary sewer on McDonald Street to the existing sanitary sewer system located on Merlyne Ct. This project includes installation of 240 feet of 8-inch sewer main and 2 manholes. Completion of the project will provide 10 connections to existing homes.

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<b>Red Rock Creek Sanitary Sewer Repair</b>	<b>\$50,000</b>
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cip year: FY 2006-07

Sanitary Sewer Fund      \$50,000

status: Proposed

**description:**

Red Rock Creek has eroded away the soil and base rock from a sanitary sewer manhole and approximately 20 feet of 8-inch main just downstream of the manhole. The manhole and pipe are at risk of collapse due to this erosion problem. This project, located at 6900 SW 69th Ave., will address the problem.

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<b>Sanitary Sewer Major Maintenance Program</b>	<b>\$100,000</b>
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cip year: FY 2006-07

Sanitary Sewer Fund      \$100,000

status: Proposed

**description:**

The Sanitary Sewer Fund will be used to contract out sewer repair projects that are beyond the repair capabilities of the City's Public Works Department. This program is expected to be a continuing program in future years as routine maintenance would avoid restoration costs that could be several times higher. The Sanitary Sewer Major Maintenance Program in FY 2006-07 will include sewer repair projects located at various locations in the City.

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**Sanitary Sewer Master Plan****\$50,000**

cip year: FY 2006-07

Sanitary Sewer Fund\$50,000

status: Proposed

**description:**

Sanitary sewers in some areas receive an excessive amount of storm water through unauthorized connections or deteriorated lines. The storm water causes overloading of sewers and increases the cost of operating the treatment plant. The proposed project provides funding to analyze and identify the sources of the stormwater entering the sewers and prepare a plan to reduce the sources.

The project also identifies lines of inadequate capacity by conducting flow monitoring of existing lines to determine the extent of the capacity deficiency. A prioritized list of capacity improvement projects will be prepared as part of this project.

**Report - Project Details by Type**  
**CIP Year: FY 2006-07**

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**Storm Drainage System Program** **\$781,000**
**79th Avenue Storm Drainage Outfall** **\$90,000**

cip year: FY 2006-07

*Storm Sewer Fund* **\$90,000**

status: Proposed

**description:**

This project constructs approximately 1,000 feet of 18-inch storm drain line east of 79th Avenue for discharge of storm runoff into Fanno Creek. The project also installs an energy dissipator manhole and riprap for water to flow through prior to discharging to the creek. Construction of this project will be combined with the 79th Avenue Sanitary Sewer Outfall project to minimize impacts to private properties. A 20-foot utility easement will be dedicated by a property owner for construction and maintenance of the storm drain and sanitary sewer pipes. Completion of this project will provide a direct point of connection for future upgrades of the storm drainage system on the street.

**Derry Dell Creek at Fanno Creek and Walnut St - Culvert Improvements** **\$125,000**

cip year: FY 2006-07

*Water Quality/Quantity Fund* **\$125,000**

status: Proposed

**description:**

This project will replace two existing culverts: the first one is at Derry Dell Creek as it crosses under Walnut Street, and the second one is under an existing sanitary sewer main at the outfall of Derry Dell Creek into Fanno Creek. This project includes the design of both culvert replacements in preparation for construction of the project scheduled for the summer of 2008. Completion of the project will increase capacity of the culvert at Walnut Street to resolve flooding and maintenance issues and allow fish passage into derry Dell Creek. This project will also accomplish culvert replacement goals identified in the Healthy Streams Plan.

**Derry Dell Creek Wetland & Vegetated Corridor Enhancement** **\$3,000**

cip year: FY 2006-07

*Storm Sewer Fund* **\$3,000**

status: Proposed

**description:**

In FY 2004-05, the City enhanced wetland areas and the vegetated corridor along Derry Dell Creek at 110th Avenue. The enhancement is required by the DSL, the Corps of Engineers, and CWS due to impacts generated by the installation of a sanitary sewer pipe across the creek. Installation of planting materials was completed in that fiscal year. In FY 2005-06, the City provided funding to hire a consultant to perform field inspections and monitor the growth of the vegetation. A report has been submitted to the agencies describing the site conditions and proposing a plan to maintain the current growing rate. This project provides funding for the second year report, including field inspections, monitoring and reporting to the agencies. Funding will also be allocated in FY 2007-08, to complete the monitoring work as required by the permit.

**Durham Rd at 108th Ave - Stream Bank Stabilization** **\$150,000**

cip year: FY 2006-07

*Storm Sewer Fund* **\$150,000**

status: Proposed

**description:**

A creek bank and a portion of the segmental-block retaining wall south of Durham Road have been eroded and undermined due to high stream flow outfalling from a 36-inch culvert under the street. The contributing factors to the problems are a large boulder, which was placed in the middle of the stream, and the culvert alignment, which does not line up with the creek. This project removes and reconstructs a portion of the retaining wall, removes the existing boulder, and extends the culvert for proper alignment with the creek. Preliminary design has been

completed. Environmental permits are now being acquired because the project site is located within a sensitive area according to the City's Wetlands and Stream Corridors map. Construction will occur between July and October to meet the in-water work window requirement. Bank stabilization is the responsibility of adjacent property owners.

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**Gaarde Street Phase II Wetland Mitigation** **\$3,000**

**cip year:** FY 2006-07

Storm Sewer Fund \$3,000

**status:** Proposed

**description:**

This project provides funding to inspect and report mitigation measures required by the DSL, the Corps of Engineers and CWS to offset the loss of 0.009 acres of wetland associated with the widening of Gaarde Street. The offsite mitigation area is along the Fanno Creek Greenway immediately north of Tigard Street. The vegetated enhancement area is located along the Fanno Creek trail south of the Burnham Business Park. Initial vegetation management and plant installation were completed in FY 2004-05. In FY 2005-06, the City provided funding for field inspections and preparation of the first monitoring report to be submitted to the agencies. The proposed funding is for the second year report, including field inspections, monitoring and reporting to the agencies. Funding will also be allocated in FY 2007-08, to complete the last report as required by the permit.

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**Highland Drive (109th Ave to 500' west of Greens Way) - Storm Drain Pipe Replacement** **\$25,000**

**cip year:** FY 2006-07

Storm Sewer Fund \$25,000

**status:** Proposed

**description:**

The existing storm drainage system on Highland Drive from 109th Ave to 500 feet west of Greens Way consists of 12-inch pipes that have been crushed in numerous places and are in need of repair. This project includes installation of new pipes, manholes, and catch basins. This project was funded in FY 2005-06 from the Storm Sewer Fund to improve the existing storm drainage system.

The work that will be performed in conjunction with the new pavement overlay also is scheduled for this street. The overlay work is funded from the Street Maintenance Fee Fund. The proposed funding for the storm drain replacement is required to complete the remaining work, which is anticipated to be carried over into FY 2006-07.

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**Hiteon Creek Riparian Enhancement - Phase 2 Construction** **\$90,000**

**cip year:** FY 2006-07

Water Quality/Quantity Fund \$90,000

**status:** Proposed

**description:**

This project constructs riparian enhancement features, including modifications of riparian buffer areas, to promote treatment of high flows. It also includes placement of large woody debris and minor channel improvements. This project addresses the "Stormwater Outfall Retrofit" goal identified in the Healthy Streams Plan prepared by Clean Water Services.

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**Pine Street Storm Drainage System Upgrade** **\$95,000**

**cip year:** FY 2006-07

Storm Sewer Fund \$95,000

**status:** Proposed

**description:**

This project upgrades the existing storm drainage system on Pine Street, which is shallow and undersized and is not able to collect storm runoff from surrounding properties. Flooding has occurred (at least in the yard of one house) and a temporary ditch has been installed to handle the overflow of the runoff. The FY 2005-06 CIP provided funding to resolve the problem by replacing the existing 6-inch pipe with 12-inch, and installing manholes and catch basins for frequent collections of storm runoff. The funding proposed for FY 2006-07 is required to complete

the construction, which begins in late FY 2005-06.

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<b>Red Rock Creek (at Dartmouth Street) Culvert Replacement</b>	<b>\$100,000</b>
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cip year: FY 2006-07

status: Proposed

*Water Quality/Quantity*

*Fund*

\$100,000

**description:**

As part of the 72nd Ave/Dartmouth Street Intersection improvements, the Red Rock Creek culvert under 72nd Ave will be improved to increase capacity, allow fish passage and stabilize the creek channel near the intersection.

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<b>Storm Drainage Major Maintenance</b>	<b>\$100,000</b>
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cip year: FY 2006-07

status: Proposed

*Storm Sewer Fund*

\$100,000

**description:**

This yearly program addresses minor storm drainage problems requiring more than normal maintenance effort by the City's Public Works department. The Storm Drainage Major Maintenance Program in FY 2006-07 includes projects located at various locations in the City.

**Report - Project Details by Type**  
**CIP Year: FY 2006-07**

created on:  
 3/10/2006 2:07:07 PM

**Water System Program**

**\$7,052,470**

**550' Zone Beaverton Connection**

**\$200,000**

cip year: FY 2006-07

*Water Fund* \$84,000

status: Proposed

*Water SDC Fund* \$116,000

**description:**

The City's water system is currently connected with the City of Beaverton (Joint Water Commission) in the 410' elevation zone. This project will create a second connection to serve the 550' elevation zone. This project may also allow the City to delay construction of a 550' zone reservoir on the north side of Bull Mountain for several years.

**550' Zone Improvements: 10 MG transfer pump station upgrade**

**\$50,000**

cip year: FY 2006-07

*Water CIP Fund* \$50,000

status: Proposed

**description:**

The existing transfer pump station, located on the 10 MG reservoir site at Bull Mountain Road/125th Avenue, serves both the 550-foot and 713-foot service zones. The Water Distribution System Hydraulic Study identified a need to replace this pump station with one that would provide a higher pumping capacity to both service zones. Construction of this improvement increases pumping capacity from 2,000 gpm to 3,300 gpm for the 713-foot service zone. The pump station will also provide 3,900 gpm to the 550-Foot Zone Reservoir No. 2 listed previously. Along with the piping improvements listed below, the existing pump station at the Canterbury site (Pump Station No. 1) will be abandoned.

**550' Zone Improvements: Reservoir No. 2 Supply Lines**

**\$200,000**

cip year: FY 2006-07

*Water CIP Fund* \$200,000

status: Proposed

**description:**

This improvement is needed for existing and future needs in both transmission and distribution to serve the new reservoir and pump station upgrade projects listed above. A new line will be constructed between the new transfer pump station and Reservoir No. 2, ranging in size from 18-inch to 24-inch. Design work will include selection of the most feasible route for this line.

**550' Zone Reservoir No. 2**

**\$500,000**

cip year: FY 2006-07

*Water CIP Fund* \$500,000

status: Proposed

**description:**

This reservoir will be located on Bull Mountain and will serve the south and eastern portions of the 550-foot pressure zone. Constructing this reservoir will eliminate some of the demand currently supplied by the 713-Foot pressure zone. Supply to the reservoir will be provided through the transfer pump station upgrade and supply piping projects separately listed.

**ASR Expansion Studies**

**\$400,000**

cip year: FY 2006-07

*Water CIP Fund* \$400,000

status: Proposed

**description:**

The City's hydrogeologist of record will assist Staff in locating potential sites for additional aquifer storage and recovery (ASR) wells. In addition, test wells must be drilled by a qualified well driller in order for the hydrogeologist to determine suitability of the well for ASR purposes. Therefore, these studies will include both consulting services and drilling services.

**Burnham Street - 16-inch Waterline Replacement (Tie to Street Project)****\$100,000**

cip year: FY 2006-07

*Water Fund*

\$50,000

status: Proposed

*Water SDC Fund*

\$50,000

**description:**

Burnham Street is a major collector and is subject for reconstruction in FY 07/08. The installation of a 16

**Defective Meter Replacements (1 1/2 -Inch & Larger)****\$40,000**

cip year: FY 2006-07

*Water Fund*

\$40,000

status: Yearly Program

**description:**

This has been one of the long-term projects for the Public Works Department. The large meter replacement program is for the systematic testing, repair and/or replacement of all 1 1/2-inch and larger water meters. Meters of this size have developed problems where actual water flows are inaccurately measured; most of the time, the volume of water is under-reported. The result is that water customers could be using more water than they are being assessed. Testing and or replacement of these water meters have proven to make financial sense in that the investment is recouped by the additional revenues received due to accurate meters.

**Defective Meter Replacements (Smaller Sizes)****\$15,000**

cip year: FY 2006-07

*Water Fund*

\$15,000

status: Yearly Program

**description:**

This has been another one of the long-term projects for the Public Works Department and is similar to the program for 1 1/2-inch meter replacements. But this program is for the smaller meters. Meters of this size have also developed problems where actual water flows are inaccurately measured; most of the time, the volume of water is under-reported. The result is that water customers could be using more water than they are being assessed. Testing and or replacement of these water meters have proven to make financial sense in that the investment is recouped by the additional revenues received due to accurate meters.

**Lake Oswego Feasibility Study****\$130,000**

cip year: FY 2006-07

*Water CIP Fund*

\$130,000

status: Proposed

**description:**

This project will involve an intergovernmental agreement (IGA) with the City of Lake Oswego to determine the feasibility of the two cities becoming partners to expand the Lake Oswego treatment plant and improve transmission lines between the two cities to enable Tigard to obtain long term water supply from Lake Oswego's system. This option will be considered by Council along with the other source options Tigard is considering.

**Menlor Reservoir Recirculation****\$45,000**

cip year: FY 2006-07

*Water Fund*

\$45,000

status: Proposed

**description:**

Menlor reservoir is developing a water quality issue in that, at certain times of the year, water does not circulate through the reservoir thus allowing chlorine residuals to diminish to below state standards. This project will install a small circulatory pump system that will address this problem.

**Meter Installations****\$60,000**

cip year: FY 2006-07

Water Fund\$60,000

status: Yearly Program

## description:

This on-going program ties in with the Water Service Installations program. When new water customers, or existing customers who need an additional water service, apply for a new service, Public Works staff install the service line and will set the new meter.

**Replace Well House #2 (Gaarde Site)****\$70,000**

cip year: FY 2006-07

Water Fund\$70,000

status: Proposed

## description:

The existing well house at Well #2 is approximately 40 years old and needs to be replaced and upgraded for security reasons.

**Scoggins Dam/Tualatin Water Supply****\$430,000**

cip year: FY 2006-07

Water CIP Fund\$430,000

status: Proposed

## description:

**Secure 550' Reservoir #1 Site****\$3,000,000**

cip year: FY 2006-07

Water CIP Fund\$2,700,000

status: Proposed

Water SDC Fund\$300,000

## description:

This reservoir is shown in the City's Water System Master Plan and will be located on the north side of Bull Mountain. These funds will be used to locate and secure a suitable site.

**Secure 550' Reservoir #2 Site****\$1,200,000**

cip year: FY 2006-07

Water CIP Fund\$1,200,000

status: Proposed

## description:

The Public Works Department is in the process of securing a permanent location for the 550-foot zone Reservoir No. 2. The general location of this reservoir will be near Bull Mountain Road, west of Greenfield Drive.

**Telemetry Upgrade****\$200,000**

cip year: FY 2006-07

Water Fund\$200,000

status: Proposed

## description:

The existing telemetry system is out of date and the software and hardware are no longer supported by the manufacturer or local representatives. The City has also experienced failures of controllers at various sites due to the aging of the overall system. Replacement of controllers can take up to three weeks, which is not adequate for the City's need to have continuous monitoring ability of the water system. The upgrade process will enable the City to have up to date technology that is more user friendly, and to explore modes of communication other than the phone line system currently used.

Funds for 06/07 would only be used if the project is not 100% complete by June 30, 2006.

**Walnut Street (121st to Tiedeman) Relocate 12-Inch Line w/Street Construction****\$39,000**

cip year: FY 2006-07

Water Fund\$39,000

status: Proposed

**description:**

This project is in conjunction with the Walnut Street improvements to be completed by Washington County and the City over the next two years. Due to grade and alignment issues the existing 12" water line needs to be upgraded.

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**Water Line Replacement-Walnut (135th to 121st) \$44,720**


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cip year: FY 2006-07

*Water Fund* \$22,360

status: Under Construction

*Water SDC Fund* \$22,360**description:**

This project is in conjunction with the Walnut Street improvements to be jointly completed by Washington County and the City. Funds for this year would only be used if the street project were not 100% complete by June 30, 2006.

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**Water Main Oversizing \$95,000**


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cip year: FY 2006-07

*Water SDC Fund* \$95,000

status: Yearly Program

**description:**

During the course of the year the City may find the need to upsize a planned pipeline through a new development, thus accomplishing an identified capital improvement as listed in the "Water Distribution System Hydraulic Study – May 2000."

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**Water Main Replacements \$78,750**


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cip year: FY 2006-07

*Water Fund* \$78,750

status: Yearly Program

**description:**

This on-going program is based on the needs identified in the "Water Distribution System Hydraulic Study – May 2000", and is for the routine replacement of leaking, damaged and older water mains throughout the water system. In most cases the existing mains have adequate capacity and will be replaced with the same diameter water mains. This program is also for the completion of loops in the system to maintain hydraulic efficiencies.

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**Water Reservoir Seismic Upgrade Evaluation \$70,000**


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cip year: FY 2006-07

*Water Fund* \$70,000

status: Proposed

**description:**

This is the beginning of an expected two-year program that will review all of Tigard's water reservoirs for conformity to current seismic standards and recommend upgrades where needed.

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**Water Service Installations \$10,000**


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cip year: FY 2006-07

*Water Fund* \$10,000

status: Yearly Program

**description:**

This is another long-term program for the department. Each year the City adds new customers to the system through individual building permits or additional water services. Customers apply for a new water service, and Public Works staff installs the service line and will set the meter (see Meter Installations line item).

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**Water Site Security Upgrades \$75,000**


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cip year: FY 2006-07

*Water Fund* \$75,000

status: Proposed

**description:**

This project will accomplish the water site security upgrades that were identified in the PW Vulnerability Assessment and Emergency Response Plan. The security upgrades will include

improvements to such things as access, fencing, intrusion alarms, and monitoring.

**Report - Fund Allocations**  
**CIP Year: FY 2006-07**created on:  
3/10/2006 1:45:41 PM

<b>Facility Fund</b>	<b>\$1,795,197</b>
Audio/Visual Control System for Council Chambers	\$83,000
Card Reader Installation	\$18,500
City Facility Security Upgrades	\$10,000
Citywide Facility Master PPlan	\$50,000
Commuter Rail Station Enhancement	\$100,000
Consolidation of Public Works Facilities (Water Building)	\$630,000
Library Parking Lot Expansion	\$180,000
Library Projects - Houghton - Root Donations	\$427,697
Library Property - Voluntary Cleanup	\$26,000
Outside Entrance to PC-4 conference room	\$15,000
PD Underground Storage Tank Upgrade	\$40,000
Police & Records Storage Remodel	\$15,000
Senior Center Remodel Design (including Seismic Upgrade)	\$200,000

**Report - Fund Allocations**  
**CIP Year: FY 2006-07**created on:  
**3/10/2006 1:46:33 PM**

<b>Parks Capital Fund</b>	<b>\$1,828,363</b>
BPA Trail Feasibility Study	\$15,000
Clute Property House Demolition	\$15,000
Fanno Creek Trail (Hall to Fanno Creek)	\$30,000
Fanno Creek Trail Master Plan	\$60,000
Land Acquisition	\$579,513
Northview Park - Shelter & Path Installation	\$25,000
Parkland Acquisition - Downtown	\$100,000
Skate Park Development & Construction	\$426,300
Tree Replacement/Planting	\$50,000
Tualatin River/Cook Park Trail from Garden to Bridge	\$97,530
Washington Square Regional Center Trail	\$430,020

**Report - Fund Allocations****CIP Year: FY 2006-07**created on:  
**3/10/2006 1:46:07 PM**

<b>Gas Tax Fund</b>	<b>\$2,478,000</b>
72nd Avenue/Dartmouth Street Intersection Signalization	\$200,000
Ash Avenue Connection Feasibility Study (Fanno Creek to Scoffins St)	\$40,000
Ash Avenue Construction (Burnham Street to Railroad Tracks)	\$220,000
Burnham Street Improvements	\$750,000
Commercial Street (at Main Street) Intersection Treatments	\$75,000
Commercial Street Improvements (Lincoln Avenue to Main Street)	\$400,000
Downtown Comprehensive Streetscape Design	\$25,000
Hall Blvd and Highway 99W Gateway Treatments	\$75,000
Hall Boulevard Crosswalk (at Fanno Creek Pathway)	\$80,000
Hall Boulevard Sidewalk (Spruce St to 850' south)	\$100,000
Highway 99W Corridor Improvement & Management Plan	\$20,000
Main Street Safety Improvements	\$75,000
Pavement Major Maintenance Program (PMMP)	\$210,000
Sidewalk Improvements	\$100,000
Street Striping Program	\$15,000
Tigard Street/Tiedeman Avenue Intersection Traffic Feasibility Study	\$25,000
Traffic Calming Program	\$8,000
Walnut Street (116th to Tiedeman Avenue) ROW Acquisition	\$40,000
Walnut Street Improvements (135th to 121st Avenue)	\$20,000

**Report - Fund Allocations**  
**CIP Year: FY 2006-07**

created on:  
**3/10/2006 1:48:57 PM**

<b>Street Maintenance Fee (SMF)</b>	<b>\$950,000</b>
<u>Pavement Major Maintenance Program (PMMP)</u>	<u>\$950,000</u>

**Report - Fund Allocations**  
**CIP Year: FY 2006-07**created on:  
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<b>Traffic Impact Fee Fund</b>	<b>\$1,450,000</b>
72nd Avenue/Dartmouth Street Intersection Signalization	\$300,000
Durham Road/108th Avenue Intersection Signalization	\$150,000
Hall Blvd Half-street Improvements (Fanno Creek to 450 feet north)	\$150,000
Hall Boulevard (at McDonald Street) Right-turn Lane Widening	\$125,000
Hall Boulevard/Wall Street Intersection - Phase 2	\$700,000
Tigard Street/Tiedeman Avenue Intersection Traffic Feasibility Study	\$25,000

**Report - Fund Allocations**  
**CIP Year: FY 2006-07**created on:  
**3/10/2006 1:51:39 PM**

<b>Traffic Impact Fee Fund – Urban Services</b>	<b>\$175,000</b>
Bull Mountain Road (at Hwy 99W) Right-Turn Lane Widening	\$75,000
Bull Mountain/Roshak Road Intersection	\$100,000

**Report - Fund Allocations**  
**CIP Year: FY 2006-07**created on:  
**3/10/2006 2:54:53 PM**

<b>Tigard Triangle LID #1 Fund</b>	<b>\$1,589,500</b>
<u>Tigard Triangle Street Improvements LID No.1</u>	<u>\$1,589,500</u>

**Report - Fund Allocations**  
**CIP Year: FY 2006-07**created on:  
**3/10/2006 2:03:22 PM**

<b>Sanitary Sewer Fund</b>	<b>\$2,500,000</b>
79th Ave Sanitary Sewer Outfall	\$80,000
Benchview Terrace Sanitary Sewer Access Road	\$40,000
Bonita Road at Milton Court - Pipe Removal	\$30,000
Citywide Sanitary Sewer Extension Program	\$2,000,000
Commercial Street Sanitary Sewer Repair (Lincoln to Maint St)	\$50,000
McDonald Street (at Hall Boulevard) Sanitary Sewer Connection	\$100,000
Red Rock Creek Sanitary Sewer Repair	\$50,000
Sanitary Sewer Major Maintenance Program	\$100,000
Sanitary Sewer Master Plan	\$50,000

**Report - Fund Allocations**  
**CIP Year: FY 2006-07**created on:  
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<b>Storm Sewer Fund</b>	<b>\$466,000</b>
79th Avenue Storm Drainage Outfall	\$90,000
Derry Dell Creek Wetland & Vegetated Corridor Enhancement	\$3,000
Durham Rd at 108th Ave - Stream Bank Stabilization	\$150,000
Gaarde Street Phase II Wetland Mitigation	\$3,000
Highland Drive (109th Ave to 500' west of Greens Way) - Storm Drain Pipe Replacement	\$25,000
Pine Street Storm Drainage System Upgrade	\$95,000
Storm Drainage Major Maintenance	\$100,000

**Report - Fund Allocations**  
**CIP Year: FY 2006-07**created on:  
**3/10/2006 1:53:28 PM**

<b>Water Fund</b>	<b>\$859,110</b>
550' Zone Beaverton Connection	\$84,000
Burnham Street - 16-inch Waterline Replacement (Tie to Street Project)	\$50,000
Defective Meter Replacements (1 1/2 -Inch & Larger)	\$40,000
Defective Meter Replacements (Smaller Sizes)	\$15,000
Menlor Reservoir Recirculation	\$45,000
Meter Installations	\$60,000
Replace Well House #2 (Gaarde Site)	\$70,000
Telemetry Upgrade	\$200,000
Walnut Street (121st to Tiedeman) Relocate 12-Inch Line w/Street Construction	\$39,000
Water Line Replacement-Walnut (135th to 121st)	\$22,360
Water Main Replacements	\$78,750
Water Reservoir Seismic Upgrade Evaluation	\$70,000
Water Service Installations	\$10,000
Water Site Security Upgrades	\$75,000

**Report - Fund Allocations**  
**CIP Year: FY 2006-07**created on:  
**3/10/2006 1:53:02 PM**

<b>Water CIP Fund</b>	<b>\$5,610,000</b>
550' Zone Improvements: 10 MG transfer pump station upgrade	\$50,000
550' Zone Improvements: Reservoir No. 2 Supply Lines	\$200,000
550' Zone Reservoir No. 2	\$500,000
ASR Expansion Studies	\$400,000
Lake Oswego Feasibility Study	\$130,000
Scoggins Dam/Tualatin Water Supply	\$430,000
Secure 550' Reservoir #1 Site	\$2,700,000
Secure 550' Reservoir #2 Site	\$1,200,000

**Report - Fund Allocations**  
**CIP Year: FY 2006-07**created on:  
**3/10/2006 1:54:22 PM**

<b>Water Quality/Quantity Fund</b>	<b>\$315,000</b>
Derry Dell Creek at Fanno Creek and Walnut St - Culvert Improvements	\$125,000
Hiteon Creek Riparian Enhancement - Phase 2 Construction	\$90,000
Red Rock Creek (at Dartmouth Street) Culvert Replacement	\$100,000

**Report - Fund Allocations**  
**CIP Year: FY 2006-07**created on:  
**3/10/2006 1:53:56 PM**

<b>Water SDC Fund</b>	<b>\$583,360</b>
550' Zone Beaverton Connection	\$116,000
Burnham Street - 16-inch Waterline Replacement (Tie to Street Project)	\$50,000
Secure 550' Reservoir #1 Site	\$300,000
Water Line Replacement-Walnut (135th to 121st)	\$22,360
Water Main Oversizing	\$95,000



## **EXECUTIVE SUMMARY**

### **Responses to Public Input on FY 2006-07 Capital Improvement Program**

March 10, 2006

Prepared by Engineering Department  
Capital Improvement Division

## EXECUTIVE SUMMARY

The Capital Improvement Program (CIP) formulation process for Fiscal Year 2006-07 began in December 2005. The proposed CIP projects were posted on the City of Tigard's webpage on December 7, 2005 initiating the process. That same night, City staff from the Engineering and Public Works Departments hosted the first of two public meetings in Town Hall. The open-house style event provided the public an opportunity to view information and converse with staff regarding the proposed CIP projects for FY 2006-07. Overall, the event was well-received by the public and staff collected a small handful of completed comment cards. These were forwarded to the appropriate departments for response.

In an effort to receive more public input, the Engineering Department coordinated with the Times to announce the 2<sup>nd</sup> public meeting on Wednesday, January 25, 2006. 5,000 informational flyers, with comment space and return address information, were inserted in the December 29, 2005 Times newspaper. In order to allow for sufficient response time from City staff before the January 25, 2006 public meeting, we asked that comments be returned by January 18, 2006. Any comments received on or after January 18, 2006, are responded to in this summary report. Other efforts to notify the citizens of Tigard regarding the CIP formulation process were made by posting the public meeting dates and times on the City of Tigard Events Calendar, December 2005 Cityscape issue and bulletin boards in and around City Hall and the library. Press Releases were also submitted to the Times and the Oregonian containing the scheduled events in the CIP formulation process and contact information for receiving comments.

Throughout 2005 and into the FY 2006-07 CIP formulation process, a total of thirty-nine (39) comments were received by the Engineering Department. These comments were received via postal system, email, telephone and comment cards from the CIP public open house meetings on December 7, 2005 and January 25, 2006. Comments provided input on the draft CIP list and nominated projects for the City's consideration. Before the CIP formulation process began on December 7, 2005, City staff responded directly to citizens at the time each individual comment was received. The public was issued a draft summary of these responses at the January 25, 2006 public meeting.

Citizens were notified through the City's webpage that they could continue to submit their input for the FY 2006-07 CIP through January 27, 2006. The public was also informed that comments received after January 27, 2006 will not be included in the Council packet. However, CIP project candidates and comments submitted after the deadline will be considered on a case-by-case basis until the CIP budget is submitted for consideration in the City's formal budget formulation process.

All correspondence and published notices for public information throughout the CIP Formulation Process for FY 2006-07 are included in the final pages of this summary (see Attachments). However, due to the size of the Summary, a total of 60 pages, the attachments were not included in the packets submitted to City Council and Planning Commission. Instead, they will be available upon request.

## SUMMARY OF COMMENTS & RESPONSES

The following is the summary of public comments and staff's responses:

### 1. 93<sup>rd</sup> Avenue Sanitary Sewer Reimbursement District

*Public Comment* – A 93<sup>rd</sup> Avenue resident came into the Permit Center to inquire about joining the members of the proposed 93rd Avenue Sanitary Sewer Reimbursement District.

*Staff Response* – Engineering Department staff fielded the citizen's inquiry and evaluated the feasibility of their joining the 93<sup>rd</sup> Avenue Sanitary Sewer Reimbursement District. Since the citizen's lot could be served by the district's sanitary sewer infrastructure, the citizen was notified of the feasibility and invited to attend a neighborhood meeting for the proposed 93rd Avenue Sanitary Sewer Reimbursement District on December 14, 2005. Formation of the district is scheduled for February 28, 2006 and construction is anticipated to begin in early May 2006.

### 2. North Dakota Street - Sidewalk

*Public Comment* – A citizen raised concern over new development along North Dakota Street between 109<sup>th</sup> Avenue and 115<sup>th</sup> Avenue. The concern is that the newly developed area will have more people walking and driving making North Dakota Street very busy. The citizen suggests that the building fees collected by the City from the developers be used to enlarge the walking and biking paths along North Dakota Street, especially at the Fanno Creek bridge. Pedestrian residents of this community, seeking exercise and bus stop access, are frequently put within dangerous proximity to speeding cars as they travel along North Dakota Street.

*Staff Response* – In response to their email, the citizen was contacted via telephone and given an opportunity to discuss his concern in more detail with staff. Two private development housing projects, within the area of concern, are under construction. As required by the City, the developers will build half-street improvements including roadway widening, concrete curb and gutter and sidewalks. Given the area's existing potential for future private development, it's highly likely that additional properties will develop in a similar fashion providing future street and sidewalk improvements. A conceptual study is being conducted for installation of a pedestrian bridge over Fanno Creek in the future, if feasible.

### 3. Fanno Creek Trail - Marked Crosswalk on Tiedeman Avenue

*Public Comment* – A Tigard citizen requested, via email, a marked crosswalk for the Fanno Creek Trail across Tiedeman Avenue to connect the existing pedestrian path along the Fanno Creek Trail from just north of Fowler Middle School to Woodward Park. The citizen mentioned the Fanno Creek Trail crosswalk at North Dakota Street as an example of what could be installed. The message mentioned that there is currently no designated place for crossing Tiedeman Avenue and as a result, people cross at different locations. The message indicated that a designated, marked crosswalk, would improve pedestrian and bicycle safety across Tiedeman Avenue along the Fanno Creek Trail.

*Staff Response* – Upon receiving the comment, the Engineering Department staff discussed the request for a Tiedeman Avenue crosswalk and compared its situation to the Fanno Creek Trail crosswalk at North Dakota Street. The situation with the North Dakota Street crosswalk was worse in that there were no existing signs to alert motorists of pedestrians or sidewalks for pedestrians to traverse the offset alignment for the Fanno Creek Trail. At Tiedeman Avenue, pedestrians have existing sidewalks along the offset alignment for the trail and experience good visibility to view oncoming traffic. To alert motorists in advance of unexpected pedestrian

entries into the roadway, two (2) W11-2 "Pedestrian" (MUTCD; 2003) signs were installed in 1996, in each direction. The City realizes that there are unprotected Fanno Creek Trail street crossings at various locations throughout the City. In an effort to remedy this situation at some locations, the City is proposing to install a mid-block crosswalk on Hall Boulevard at Fanno Creek Trail in FY 2006-07. However, the project is contingent upon ODOT's approval since the proposed crosswalk is located on a State route.

#### **4. Tiedeman Avenue - Intersection at Greenburg Road**

*Public Comment* – A Tigard citizen submitted an email to Engineering via the Public Works Department. The email asked if there were any future plans to fix the intersection at Greenburg Road and Tiedeman Street. The citizen explained that heavy traffic, including big trucks, has created potholes and given the pavement a beating at the corner when turning from Greenburg Road to Tiedeman Street. The potholes have been repaired when they become too bad to ignore but the citizen wants to know when a more permanent fix will happen. The citizen also said that driving through there during rush hour and having to avoid these potholes is very disconcerting. The citizen expressed his opinion that the pavement at the corner of Greenburg Road and Tiedeman Street needs to be completely removed and replaced instead of ongoing pothole repair. The citizen conceded that the street maintenance fee may not be able to fund the repair of every road in Tigard but that the City should at least be pothole free and that repair of main arterial roads, such as these, get priority funding from the fee.

*Staff Response* – In an email response, staff told the citizen that the City will continue to repair potholes as they appear in the next few months. Staff agreed that the right turn lane from Greenburg to Tiedeman and the westbound lane on Tiedeman leading away from the intersection are in poor condition. Staff explained that fiber optic cable trenching some years ago by a telecommunications company has led to premature pavement failure on this street segment. Staff mentioned that the City did perform some dig-out repairs, but they were not sufficient to resolve the issues. Staff has revisited the entire intersection to establish the scope for the upcoming pavement overlay project and determined the extent of project limits. A pavement overlay project for Greenburg Road, between Tiedeman Road and Center Street including the Greenburg/Tiedeman intersection, is scheduled for construction in Spring 2006.

#### **5. McDonald Street - Lighted Crosswalk at SW 93<sup>rd</sup> Avenue**

*Public Comment* – A Tigard citizen submitted an email to Engineering via Mayor Craig Dirksen requesting a lighted crosswalk on McDonald Street at 93<sup>rd</sup> Avenue because of concern for the safety of the Woodland Heights staff working nights at this nearby assisted living facility. The citizen also expressed that the current pedestrian crossing situation provides opportunity for a serious accident. To illustrate this concern, the citizen presented the scenario that if a crossing pedestrian were to slip and fall on wet or slippery pavement, a car traveling 45-50 mph might be unable to stop and would most likely hit the person. The citizen also mentioned that it was his understanding that last year a similar occurrence had already happened in which the administrator of Woodland Heights was almost hit by a car that couldn't stop. Fortunately, the administrator was able to avoid being hit by rolling into the curb and out of the vehicle's path. The citizen does not want the administrator's near miss to become something more critical for someone else. The citizen concluded by saying that they are truly concerned for the safety of both men and women who must cross this street everyday and night.

*Staff Response* – In an email response, staff thanked the citizen for his request and input concerning a lighted crosswalk at the 93<sup>rd</sup>/McDonald Street intersection. In general, the citizen

was told that the City was in the process of formulating the Capital Improvement Program (CIP) for Fiscal Year 2006-07. The citizen was invited to attend the December 7, 2005 meeting to provide comments on the projects proposed for the fiscal year and to suggest other projects as well. The citizen did not attend the meeting. At this time, staff is pursuing a more thorough traffic study to determine if a pedestrian crosswalk is warranted.

#### **6. McDonald Street - Widening of Intersection at SW 97<sup>th</sup> Avenue**

*Public Comment* – A citizen recommended the widening of the 97<sup>th</sup> Avenue intersection with McDonald Street for the purpose of providing turning lanes on McDonald Street. The citizen said traffic volumes are heavy and vehicles have a hard time making the turning movements in and out of 97<sup>th</sup> Avenue especially when school buses are turning left from McDonald Street to 97<sup>th</sup> Ave to pickup or drop off students at the two nearby schools on 97<sup>th</sup> Avenue.

*Staff Response* – The Engineering Department performed research with respect to the right-of-way constraints associated with the potential widening of McDonald Street at 97<sup>th</sup> Avenue. It was determined that a substantial amount of right-of-way acquisition and earthwork movement would be required to add an exclusive left-turn lane to westbound McDonald Street at 97<sup>th</sup> Avenue. Upon realizing the close proximity of existing homes and the large scope of work involved with the addition of a left turn lane, the Engineering Department contacted the Tigard-Tualatin School District to discuss the possibility of school busses using Sattler Street instead of McDonald Street on their way toward Twality Junior High and Templeton Elementary School to reduce traffic volume on McDonald Street. To this date, the discussions are still in progress. Once staff's recommendation is implemented, the McDonald Street gaps in traffic flow would be more frequent and would help the turning movements in and out of 97<sup>th</sup> Avenue without the need for expensive widening.

#### **7. Englewood Park - Replace culverts/asphalt areas**

*Public Comment* – A Tigard citizen representing a Tigard environmental advocacy organization commented that the installation of approximately four culverts and existing depressed areas of asphalt in the wetlands have changed the hydrology in Englewood park and may be blocking fish passage. The citizen believed that this consequently affects plant diversity and overall biological diversity of the park. In addition, the citizen felt that park users are unable to access these areas for 4-6 months of the year because of standing water. The citizen suggested that arched wooden bridges replace the culverts to improve habitat, hydrology and availability of use to citizens.

*Staff Response* – The preliminary design has begun since January 2006, for riparian enhancement and channel improvement in the area noted. All design solutions to reestablish biodiversity in the area will be assessed. The most cost effective design solution, that delivers the most biodiversity for the dollar, will be selected. At this time, bridging the area and leaving the culverts in-place with modified existing stream channels will be evaluated.

#### **8. Fanno Creek Trail - Replace parts of with boardwalks**

*Public Comment* – A Tigard citizen representing a Tigard environmental advocacy organization commented that there are a number of low, wetland areas on the trail which flood quite often in the winter and spring months, making the trail un-useable, even after 1 or 2 inches of rain. The citizen suggested that the City replace the asphalt with a boardwalk to allow users to have access to the trail in the winter. The citizen also expressed that this would allow for better runoff

drainage, improved hydrology, and would prevent users from trampling all the vegetation next to the trail that currently occurs.

*Staff Response* – Low spots along the existing Fanno Creek Trail, to the north of Fowler Junior High from Tiedeman Avenue to Tigard Street, were paved with additional asphalt to raise the elevation of its original profile as constructed in 2000. In addition, culverts were added at various low spots to further prevent water from flowing over and settling on the trail surface. The City recognizes that many areas along Fanno Creek Trail throughout Tigard are submerged when we experience a significant period of heavy rainfall as trails are constructed in the 100-year floodplain and are intended to be creek-side paths.

## **9. Summerlake Park**

*Public Comment No. 1* – A Tigard citizen representing a Tigard environmental advocacy organization commented that a number of years ago, he worked with a former City of Tigard Parks director to develop interpretive signage at the park. The citizen would still like to see this completed so visitors can learn about bird species, etc. The citizen also felt that the interpretive signs would serve as an educational tool, in particular, asking that people not feed ducks and geese and further explain why this is discouraged. The citizen could recommend several good places for signage including the area by the bridge crossings in the center of the park where they would be highly visible.

*Staff Response No. 1* – Interpretive signage has been placed in the Rhododendron Garden by volunteers. The Parks Division would welcome an opportunity to work with additional volunteers to place signs elsewhere in the park.

*Public Comment No. 2* – A Tigard citizen submitted a comment card describing his experience with City-planted evergreen trees obstructing their lake view. The City relocated the trees, but the citizen wished to emphasize the importance of the City's consideration of the public in the lake area. The citizen also suggested that the City direct voluntary efforts to clear blackberry brush around the lake and called attention to the old white pipes by the bridge.

*Staff Response No. 2* – The Public Works Volunteer Coordinator was contacted and has requested a copy of the comment card. The clearing of blackberry brush around Summerlake Park will be considered by the coordinator for the Public Works Volunteer Coordination Program. Tigard has a variety of opportunities for volunteers to choose from including one-time events and ongoing projects. Volunteers will work with staff to remove blackberry, English ivy, and other non-native species from parks and undeveloped areas.

## **10. Land Acquisition – Various Locations within the City**

*Public Comment No. 1* – A Tigard citizen recommended, on a comment card submitted at the December 7, 2005 CIP Open House meeting, that the east side of Greenburg Road, adjacent to Ash Creek, be acquired for wetland protection and as an environmental buffer on the north side of Ash Creek.

*Staff Response No. 1* – This property was evaluated in the Park and Recreation Advisory Board's Park and Greenway Property Evaluation Process. The status of the evaluation is confidential at this time.

*Public Comment No. 2* – A Tigard citizen representing a Tigard environmental advocacy organization at the December 7, 2005 CIP Open House meeting, suggested the City use some of the CIP funds to begin land acquisition of several parcels in the pursuit of adding to the current

shortage of open space/parks system in Tigard as well as protecting valuable resources including large old-growth trees and wildlife. The citizen conceded that while these funds most likely are not sufficient to purchase the land, they could be enough to fund an option to purchase, allowing the City to meanwhile work on funding the full cost of the land.

The citizen submitted the following list of properties for consideration:

- Ash Creek and adjoining Gates property – The 9 acre Ash Creek parcel is the largest remaining predominantly Western red cedar forest left in the entire Metro area with some of the highest wildlife and habitat values left in the City. The residents in this area are without a park. This site has been approved for development, but the landowner is willing to negotiate a selling price and the citizens of this community want this property protected and made into a “nature park.” The citizen explained that many of their associates had worked for several years with Metro and the Three Rivers Land Conservancy to purchase this site, raising over \$500,000. Further, the City refused to fund the remaining portion of \$300,000. Now, a second chance has arrived, since the site was under LUBA appeal and remanded to the City Council. The citizen expressed that they have their share of funding to purchase this site.
- Black Bull – An 8-acre parcel along Fanno Creek off North Dakota Street. The site has wetland, floodplain and riparian values, as well as high wildlife values including 2 State listed species.
- Gage Property off Bond St. – A 3.5 acre forest surrounded by houses and used as a park already, with two trails through it. It has a stream at one end, and mature Douglas fir, cottonwood, Oregon ash, Oak and Douglas Hawthorn. The citizen felt that this is a beautiful site.
- Property along Ash Creek off Shady Lane – This is a 3.5 acre wetland and forest along Ash Creek and is one of the last undeveloped parcels along Ash Creek with a great number of birds including herons, kingfishers, and many species of songbirds.
- Fanno Creek east of the Library (Fields site) – This is a wetland and forest complex east of the creek and library which have extremely high wildlife and habitat values and includes several listed species and rare plants. The citizen felt that acquisition of this parcel would greatly complement the open space around the library and provide acreage to the park system which is currently deficient in both open space and parks.

*Staff Response No. 2 –*

- Ash Creek and adjoining Gates property
- Black Bull
- Gage Property off Bond St.
- Property along Ash Creek off Shady Lane
- Fanno Creek east of the library (Fields site)

Most of these properties were identified as properties to be considered by the Park and Recreation Advisory Board’s “Park and Greenway Property Evaluation Process”. This document is considered confidential at the present time. However, it can be said that owners of several of these properties have told the City that their properties are not for sale. In general, some additional information will be available in approximately 6 months but is currently confidential.

*Public Comment No. 3* – The same Tigard citizen who submitted the previous comment (No. 2) representing a Tigard environmental advocacy organization expressed his wholehearted support for more land acquisition for open space and parks, but felt that \$579,513.00 is nowhere near the amount needed to provide the needs of Tigard citizens. The citizen stated that in some areas of Tigard, this amount would only buy 1 or 2 acres, at most. He would like to see an amount of approximately \$3-6 million dollars to buy some wonderful properties in Tigard, as a start. The citizen also stated that Tigard citizens have been asking the City to buy important sites for years and have made numerous recommendations. They also expressed their opinion that the City abandons their mode of thinking that all open spaces will be developed because this is not what the citizens of Tigard want or need. The citizen continued by expressing that numerous ongoing surveys demonstrate Tigard citizens' desire for more open space and connection to the natural world. He also recommended that all current funds allocated for trails, shelters, etc., borrowed funds, and funds from the November Open Spaces Bond Measure sponsored by Metro be reserved for purchasing open space and additional lands.

*Staff Response No. 3* – The \$579,513.00 of funding for FY 2006-07 is in addition to the \$579,513 in this year's budget which totals \$1,159,026.00. This money will be leveraged with the possible \$1,326,780 funding coming from Metro if Metro's November 2006 bond measure is successful. In addition, the City is currently looking at 15 greenway properties totaling 43.4 acres, and 7 active park properties totaling 19.3 acres combining for 62.7 acres. The estimated purchase price of 44.8 acres totals approximately \$6.9 million. The estimated value of the remaining potentially donated 17.9 acres totals \$3.7 million.

## **11. Monitoring and Evaluation (M&E)**

*Public Comment* – A Tigard citizen representing a Tigard environmental advocacy organization said there is currently no M&E program for all of the parks and open spaces in the City. The citizen felt that monitoring and evaluating the success of restoration programs is essential to determine the success or failure of the City's restoration efforts. It also allows for determination of fish and wildlife usage of protected habitats providing helpful information for making improvements for a particular species. For example, songbirds in a forested setting need sufficient cavities for nesting. Or if the understory is diverse and in good condition so that it provides hiding, roosting, and nesting habitat and a variety of food sources. Or if the City is planting trees, shrubs, and herbaceous plant species that are native to that area. Or if the City is protecting the existing biological diversity while also working to increase the biological diversity where necessary. The citizen presented these as some of the questions the City needs to be asking as the City restores its parks and open spaces, where needed. The citizen continued by recommending the M&E program be done seasonally, by a part time biologist/ecologist. Further, the citizen expressed that this position is greatly needed in the City of Tigard, since there is no one on staff with this expertise. The citizen believed that current Parks staff is too busy with their heavy workload and a part-time biologist/ecologist would allow for an annual M&E program, providing a measure of success of the City's restoration efforts and how the money is being allocated. In general, the citizen would like to see a large sum of funding be made available for land acquisition under the CIP program. The citizen felt that land in Tigard is becoming very scarce, and the City needs to act quickly in order to be able to meet the needs as indicated in the Tigard Parks Master Plan, and to meet the needs of the citizens of this community, who just last year expressed their desire and willingness for more open space acquisition and protection in Tigard.

*Staff Response* – At the present time, all City of Tigard Parks Restoration Programs are monitored for vegetative success. Funding is an issue for a part time biologist/ecologist position.

#### **12. Ann Street Sanitary Sewer Reimbursement District**

*Public Comment* – A Tigard citizen expressed his hope, both verbally and on a comment card submitted at the December 7, 2005 CIP Open House meeting, that the Citywide Sewer Extension Program begin the process of forming the Ann Street Sanitary Sewer Reimbursement District. The citizen, along with the other 6 to 8 homes within the proposed district, stated that this ongoing process has taken 3 years.

*Staff Response* – The Engineering Department will include the Ann Street Sanitary Sewer Reimbursement District into the Fiscal Year 2006-07 CIP.

#### **13. Highway 99W – Northbound TriMet Bus Stop at Bull Mountain Road**

*Public Comment* – A citizen recommended sidewalk improvements on Highway 99W at the Bull Mountain Road bus stop. This bus stop serves the park and ride at a nearby church. The improvements would also need to address the problem of seasonal mud flows at the bus stop. The citizen said that if the project is implemented, it would carry out City/TriMet Memorandum of Understanding (MOU) for improving transit services in the City. The preliminary design and cost estimate can be provided by TriMet.

*Staff Response* – Engineering Department staff will investigate the feasibility of this recommended project. Currently, the proposed CIP budget for FY 2006-07 contains \$75,000.00 to be used for various small Sidewalk Improvement projects throughout the City limits. If this project is determined to be feasible, the funds would come from the \$75,000 budget.

#### **14. Skate Park**

*Public Comment No. 1* – A Tigard citizen commented, on a comment card submitted at the December 7, 2005 CIP Open House meeting, that the City of Tigard has sufficient population to constitute a skate park. Further, the citizen felt that the City needs a skate park for this type of density. The citizen reminded the City that the Jim Griffith Memorial Skate Park Project has gone on for the last 4 years and suggested that Tigard City Council allocate the additional money needed to construct this project. The citizen expressed that the time is right!

*Public Comment No.2* – A Tigard citizen pleaded, on a comment card submitted at the December 7, 2005 CIP Open House meeting, that the City consider Tigard youth when considering City parks. The citizen expressed his belief that a skate park would benefit a large number of Tigard youth that do skateboard, in-line skate and BMX bike ride. The citizen commented that he personally knows many youth in Tigard that now have to travel outside the City to visit skate parks in other areas. The citizen also felt that the skate park would save the City money in property damage maintenance costs. Finally, the citizen expressed his opinion that Tigard youth just need a safe, fun place to skate.

*Public Comment No.3* – A Tigard citizen representing a Tigard environmental advocacy organization reemphasized his awareness that there have been problems trying to raise private funds to construct the skate park. He confirmed his support for the project, but also expressed his objection to the use of public funds, specifically System Development Charges (SDC). He would rather see these funds used for land acquisition.

*Staff Response* – In an earlier response to the first two comments, staff expressed that Council had appropriated \$150,000 in Parks SDC funds toward the \$405,000.00 needed for the construction

of the skate park, which would be built on City Hall property. The project remains in the City's CIP process. The third comment arrived recently and staff provided the following update regarding the skate park funding. The Council has directed staff to budget additional City funds in Fiscal Year 2006-07 so this project can be completed. Additional funds from the Parks SDC fund, and additional funds from the General Fund, along with cash donations make up the \$405,000 available for the construction of the skate park in FY 2006-07 (Parks SDC = \$324,000, General Fund = \$41,000, Cash Donations = \$40,000).

#### **15. Cook Park – Tualatin River Trail**

*Public Comment* – A Tigard citizen commented, on a comment card submitted at the December 7, 2005 CIP Open House meeting, that the City defer the paving of the proposed trail from Cook Park to the railroad underpass because they believe it's the sole wildlife access from river to wetlands.

*Staff Response* – The gently sloping property through which the proposed trail extends is covered with pasture grasses with fescue along the entire route. Native vegetation remains near the eastern or downstream portion of the trail. The impact of the trail on vegetation is mainly to pasture grasses and fescue. The alignment minimizes riparian impact by preserving all existing trees.

The proposed trail is located on the edge of the meadow and is routed to avoid wildlife disturbances. The geese and ducks will over fly the trail. Because it will be set at grade, the trail also will not interfere with hydrology or pose an undue barrier to wildlife movements between the riparian and wetland areas.

A counter balancing environmental benefit of paving is that the grasslands involved are of limited value and will be mitigated by the enhancement of the area between the river bank and trail using native plants. As a result of required and voluntary projects, the net effect of the trail project will improve the overall biological conditions of the riparian area along the Tualatin River.

The landward side of the trail also is scheduled for restoration. Several City and CWS plantings projects have already been carried out to restore the former conditions.

The project has been designed to comply with all permit and environmental standards. Staff concludes that the Tualatin River Trail project should not be removed from the proposed FY 2006-07 CIP as recommended by the citizen.

#### **16. Hiteon Creek – Fish Passage**

*Public Comment* – A Tigard citizen expressed his desire, on a comment card submitted at the December 7, 2005 CIP Open House meeting, that the City include fish passage design at all street crossings (culverts).

*Staff Response* – One culvert that has been analyzed by the City's and Clean Water Services' staff to provide fish passage is Springwood Drive. It is the opinion of the staff that the cost to retrofit the culvert at Springwood Drive will not justify the benefit. For this reason, areas upstream of Springwood Drive will be designed to focus on significant improvement of water quality from highly urbanized areas so that the cleanest water possible will be delivered to the fishes that live downstream of the improvement.

## **17. Red Rock Creek - Sanitary Sewer Repair**

*Public Comment* – A Tigard citizen commented, on a comment card submitted at the December 7, 2005 CIP Open House meeting, that he wanted the City to protect natural habitats and restore some areas as part of this proposed sanitary sewer repair.

*Staff Response* – All necessary permits will be obtained before this repair performed. Every effort will be made to minimize disruption to sensitive areas and the project will include restoration of disturbed areas.

## **18. Hall Boulevard/Wall Street Intersection - Phase 2**

*Public Comment No. 1* – A Tigard citizen suggested, on a comment card submitted at the December 7, 2005 CIP Open House meeting, that the City defer construction of this proposed project until the Wall Street crossing at Fanno Creek is approved.

*Staff Response No. 1* – This project provides a common access for the Tigard Public Library and the Fanno Pointe Condominiums as required by the Oregon Department of Transportation (ODOT). The access will be approximately 370 feet long with curbs and sidewalks on both sides of the access. The construction is scheduled for summer 2006. Extension of Wall Street beyond the 370 foot segment to cross over Fanno Creek is not proposed at this time.

*Public Comment No. 2* – Upon receiving the list of proposed FY 2006-07 CIP projects at the first public meeting on December 7, 2005, a Tigard citizen representing a Tigard environmental advocacy organization reemphasized his opposition, via email, to the proposed project. The citizen claimed that construction of this project will destroy wetlands and open space to the south of the library, which were to be protected according to the bond measure for the library. He suggested that the project be dropped from the list of proposed projects.

*Staff Response No. 2* – The Hall Boulevard/Wall Street Intersection project also includes re-alignment of Pinebrook Creek to accommodate developed flows from surrounding sites. All disturbed areas will be seeded and planted upon completion of the construction. An Alternative analysis was prepared for the Wetland permit application in order to minimize impacts to existing wetlands. The proposed impacts have been approved by the Oregon Department of State Lands and the US Army Corps of Engineers. A Comp Plan Amendment permit has been applied and the public hearing is scheduled for early-May 2006 prior to the construction.

## **19. Pine Street – 66<sup>th</sup> to 69<sup>th</sup> Avenue**

*Public Comment* – A Tigard citizen suggested, on a comment card submitted at the December 7, 2005 CIP Open House meeting, that the City defer construction of this proposed project for an unspecified number of years. The citizen did not provide a reason for this deferment.

*Staff Response* – The scope of work associated with Pine Street is necessary to improve the existing storm drainage and pavement. The City has deferred this work for several years due to lack of funding and feels that the improvements should not be put off any longer. This project is scheduled for construction in the summer or fall of 2006.

## **20. 72<sup>nd</sup> Avenue – Spruce to Locust Street**

*Public Comment* – A Tigard citizen suggested, on a comment card submitted at the December 7, 2005 CIP Open House meeting, that the City add sidewalk improvements to the east side of 72<sup>nd</sup> Avenue from Spruce to Locust Street.

*Staff Response* – The Engineering Department staff performed a brief discussion concerning the scope of work involved with providing a new sidewalk as was suggested by the Tigard citizen. Staff believes that an expensive half-street improvement would be necessary to construct the sidewalk. The improvements would include backfilling the existing open ditch, installing a storm drain pipe with manholes and catch basins, and paving the backfilled area before installing curb and sidewalk. As was previously mentioned, the CIP budget for FY 2006-07 contains only \$75,000.00 to be used for various small Sidewalk Improvement projects throughout the City limits. This project would require additional money from the limited Gas Tax Fund. The Engineering Department will keep this potential project candidate under consideration in the near future.

#### **21. 114<sup>th</sup> Avenue – Speed Cushion Installation**

*Public Comment* – During the December 7, 2005 CIP Open House meeting, a Tigard citizen discussed speeding concerns on 114<sup>th</sup> Avenue and suggested the City's Speed Cushion Installation Program be utilized. They also submitted a comment card and requested a traffic survey be performed on the street from Bull Mountain Road to Gaarde Street.

*Staff Response* – The Engineering Department staff performed the traffic survey on 114<sup>th</sup> Avenue for possible installation of speed cushions on the street. The installation is warranted and scheduled for construction in the spring of 2006.

#### **22. Storm Drainage Design (Tigard) – Hall Blvd Sidewalk Installation**

*Public Comment* – With respect to all the recent rains, a Tigard resident, via email, asked the Engineering Department to specify the design basis for Tigard storm sewers. In particular, the resident asked if the proposed storm drainage improvements for the Hall Boulevard Sidewalk Improvements (Spruce Street to 850 ft south) are adequate. The resident specifically asked if the City uses a 25-year, 100-year, or other precipitation event.

*Staff Response* – The City's storm drainage design is guided by the CWS and Washington County Road Improvement Design Standards. In general, storm drainage in streets is designed for 25-year storms. The Hall Blvd Sidewalk project was designed for a 25-year event although ODOT indicates a 10-year storm design is sufficient.

#### **23. Street Lighting and Storm Drainage - Various Locations within the City**

*Public Comment* – A Tigard citizen submitted a comment card distributed through the Times expressing his request for more illuminated street light in the “dark zones” of some of Tigard busier streets. These include McDonald Street, just west of Hall Boulevard and 121<sup>st</sup> Avenue, just south of Walnut Street. In addition, the citizen also expressed his desire for better drainage after heavy rain storms in a couple areas in Tigard. These areas include Tiedeman Street by the railroad tracks and the intersection of 119<sup>th</sup> Place and Gaarde Street.

*Staff Response* – The Engineering Department staff will investigate the feasibility of allocating the Street Lighting Improvement fund toward the improvements in the areas mentioned on McDonald Street and 121<sup>st</sup> Avenue. If the improvements are not warranted or if the cost is not feasible, staff will monitor the locations for future improvements. Drainage issues on Tiedeman Street at the 119<sup>th</sup> Place/Gaarde Street intersection will be investigated for improvements, if needed. The improvements would be funded through the Storm Sewer Fund.

## 24. Storm Drainage - Tigard Goodwill Store

*Public Comment* – A Tigard citizen submitted a Tigard Times comment card describing his observation of a “dirty, always-full, or open” storm drain inlet in front the Tigard Goodwill store, just to the left of the main entrance door. He specified that the inlet is in the parking lot, but not far from the front door where people get out of their vehicles to “load furniture.”

*Staff Response* – This storm drain inlet is on a private property. The City is only responsible for maintenance of facilities within the public right-of-way.

## 25. Highway 99W - Elevated Express Lanes

*Public Comment* – A Tigard citizen submitted a Tigard Times comment card suggesting a proposal for alleviating traffic congestion on Highway 99W approaching downtown Tigard. The citizen proposed that Tigard construct “low profile, attractive, elevated express lanes directly over the existing lanes of 99W.” The citizen suggested the express lanes begin at the intersection of Johnson Street with the eastbound ramp rising over the George Morlan Plumbing parking lot. In addition, there could be one expressway exit at Highway 217 and another exit at 72<sup>nd</sup> Street. The expressway would end at I-5. The citizen felt that separating the amount of motorists using Highway 99W to reach Highway 217 and I-5 from local traffic could improve trip time for both users. With respect to merchant concerns regarding missed business revenue from the expressway, the citizen felt that the separation would actually increase local business revenue because of the improved local access.

*Staff Response* – Elevated expressways are extremely expensive and most likely would not be justifiable as a solution to traffic circulation problems on and adjacent to Highway 99W. In response to the Council goal to “Improve 99W”, the City applied for and received a Federal grant to prepare a Highway 99W Corridor Improvement and Management Plan. The plan will identify projects for improvements to Highway 99W and potential land use changes to alleviate congestion and improve traffic circulation. The plan will recommend both transportation system improvements and potential land use changes that address the excess traffic demand on the highway and promote transportation-efficient development patterns that support compact, mixed-use and pedestrian friendly developments. Analysis of potential transportation system improvements will include evaluation of the following: street widening, access management, intersection improvements, parallel roadway connections, potential backage roads, and other off-highway improvements. A major focus will be on off-highway improvements that would draw local traffic from the highway and thus alleviate congestion along that corridor.

The products expected from the study are a plan for management of the corridor, identification of land use change opportunities, and a package of projects that can be implemented over a period of years as funding sources are identified and designated for these projects. The actual work to develop the plan is expected to begin in April 2006 and should be completed within 8 to 10 months.

## 26. Downtown Comprehensive Streetscape Design

*Public Comment* – Upon receiving the list of proposed FY 2006-07 CIP projects at the first public meeting on December 7, 2005, a Tigard citizen representing a Tigard environmental advocacy organization expressed his concern, via email, that CIP funds were being spent on Downtown projects that could have been postponed and funded with future Urban Renewal Funds.

*Staff Response* – Downtown Streetscape Design is one of the key projects identified by the City Council and the Citizen Advisory Group as part of the Tigard Downtown Improvement Plan (TDIP) for downtown. This project has already been funded and is under contract. It was funded from the Gas Tax Fund and is not anticipated for funding with Urban Renewal funds. Funds are needed now to provide a conceptual design for downtown streets including Burnham Street, which has been a priority, and presents an immediate need. Completion of the Conceptual design is a necessary step prior to beginning the final engineering design. Burnham Street is scheduled for final design next fiscal year, FY 2006-07. There is no guarantee that Tax Increment Financing will be approved for use in the Downtown, and Burnham Street is a project that has been a priority, and would have been funded with or without the use of Urban Renewal Funds. Given the passage of the May Ballot Measure for Urban Renewal, it will take several years before significant Tax Increment can be accumulated to fund any projects. Given the cash projections for Downtown Urban Renewal, and an affirmative vote for Tax Increment Financing, it would have taken until 2009 to have enough money to fund this Streetscape Design Project with Urban Renewal Funds, resulting in final design for Burnham Street delayed until 2010. This would have conflicted with our current CIP priorities for Burnham Street and overall priorities the City Council has set for the Downtown.

In summary, the City uses its usual funding sources for CIP projects to fund Downtown projects that it had planned to fund as part of its normal Capital Improvement Program. Other projects more specific to the Downtown will be scheduled for Urban Renewal Funds when and if that becomes an available funding source.

## **27. Downtown Streetscape Improvements**

*Public Comment* – Upon receiving the list of proposed FY 2006-07 CIP projects at the first public meeting on December 7, 2005, a Tigard citizen representing a Tigard environmental advocacy organization expressed his concern, via email, that CIP funds were being spent on Downtown projects that could have been postponed and funded with future Urban Renewal Funds.

*Staff Response* – City has identified \$100,000 of the \$150,000 allocated in FY 2005-06 to be earmarked for use to partly fund the cost of a Pedestrian Shelter as part of the Commuter Rail Station. The Urban Renewal Plan as written and adopted does not allow funds to be expended for Commuter Rail Improvements. The remaining \$50,000 will become available for general CIP projects in the upcoming Fiscal Year 2006-07.

## **28. Hall Boulevard Crosswalk**

*Public Comment* – Upon receiving the list of proposed FY 2006-07 CIP projects at the first public meeting on December 7, 2005, a Tigard citizen representing a Tigard environmental advocacy organization expressed the fact, via email, that his comments on this section of the Fanno Trail have been repeatedly submitted over the past four years. The citizen recommended that the trail continues south along the west side of Hall Boulevard and then crosses at Wall Street. The citizen believed this is safer and more environmentally conscious than the current proposed location to the north of the bridge near City Hall.

*Staff Response* – The City has proposed a Fanno Creek Trail from east of Hall Boulevard, directly across the existing trail, to Fanno Creek to join up with the new trail segment behind the library. The proposed trail also includes a wooden pedestrian bridge across the creek. The recommended alignment by the citizen, which utilizes the existing sidewalk sections over the existing bridge on Hall Boulevard, is determined to be unsafe and inaccessible to wheelchairs.

The City is proposing to install a marked crosswalk and flashing beacon across Hall Boulevard to provide connectivity between the existing and proposed paths.

### **29. Walnut Street Improvements**

*Public Comment* – Upon receiving the list of proposed FY 2006-07 CIP projects at the first public meeting on December 7, 2005, a Tigard citizen representing a Tigard environmental advocacy organization requested, via email, that funds need be added for replanting an area where “skunk cabbage” previously existed. The citizen explained that the area had been filled with rip rap without any environmental mitigation by the City after the culvert was replaced.

*Staff Response* – The current Washington County MSTIP Walnut Street project includes funding and environmental mitigation planting plans for the site mentioned by the citizen. The mitigation will be completed as part of the Walnut Street Improvement project currently managed by Washington County.

### **30. Library Parking Lot Expansion**

*Public Comment* – Upon receiving the list of proposed FY 2006-07 CIP projects at the first public meeting on December 7, 2005, a Tigard citizen representing a Tigard environmental advocacy organization expressed, via email, his opposition to the destruction of any open spaces or wetlands south of the library.

*Staff Response* – The proposed library parking lot expansion project will not encroach onto any wetlands. Further, the open space that will be occupied by the expansion was part of the original library construction site.

### **31. Niche Analysis**

*Public Comment* – A Tigard citizen representing a Tigard environmental advocacy organization expressed his opinion that \$50,000.00 seems like an excessive amount of money for consultants to be paid to analyze the Niche. The citizen recommended \$5,000.00 be spent for this purpose. The citizen also suggested that the citizens be asked if the Niche should be remodeled or simply removed from its City Hall site at no cost to the City.

*Staff Response* – This project has been expanded to include a Citywide facilities analysis.

### **32. BPA Trail Feasibility Study**

*Public Comment* – A Tigard citizen representing a Tigard environmental advocacy organization expressed his support for this project but thought that the \$120,000.00 is a bit excessive for the study. The citizen suggested that \$10,000.00 - \$25,000.00 is more appropriate and would allow for the remaining funds to be used for open space acquisition. He also asked how much consultants charge per hour.

*Staff Response* – This is a proposed pedestrian trail that would extend along the Bonneville Power Administration (BPA) power line easement from SW Beef Bend Road to SW Barrows Road. A consultant will be contracted to develop a preliminary trail alignment study. Since the December 7, 2005 meeting, the City has adjusted the funding for the BPA Trail Feasibility Study to \$15,000.00 for the design of a preliminary alignment. The hourly rate charged by consultants depends upon the scope of services, the duration required for completion of a project and the technical experience of consultants.

### **33. Fanno Creek Trail (Hall Boulevard to Fanno Creek)**

*Public Comment* – A Tigard citizen representing a Tigard environmental advocacy organization expresses his support, via email, for this project but thinks that the \$120,000.00 is a bit excessive for the project. He suggested that \$10,000.00 - \$25,000.00 is more appropriate and would allow for the remaining funds to be used for open space acquisition. The citizen also asked how much consultants charge per hour.

*Staff Response* – This project connects the Fanno Creek Trail behind City Hall across Hall Blvd to the future Fanno Creek bridge crossing and connecting to the trail segment behind the library installed last year. The budget proposed for this project is \$30,000.00, not \$120,000.00 as indicated. Please refer to staff response to comment No. 32 for the hourly rate.

#### **34. Tree Replacement/Planting**

*Public Comment* – A Tigard citizen representing a Tigard environmental advocacy organization expressed his support, via email, for this project but thought that the \$120,000.00 is a bit excessive for the project. He suggested that \$10,000.00 - \$25,000.00 is more appropriate and would allow for the remaining funds to be used for open space acquisition. The citizen also asked what the consultants charge per hour?

*Staff Response* – The Tree Mitigation Fund is used primarily for street tree plantings. If site preparation is required for a restoration project, the fund will also be utilized.

The proposed budget of \$50,000 is based on various tree mitigation projects that have been planned for FY 2006-07. This amount is needed to complete these projects. Also please refer to staff response to comment No. 32 for the hourly rate.

#### **35. Washington Square Regional Center Trail**

*Public Comment* – Upon receiving the list of proposed FY 2006-07 CIP projects at the first public meeting on December 7, 2005, a Tigard citizen representing a Tigard environmental advocacy organization expressed his opposition, via email, to this project due to the lack of land acquisition along Ash Creek. The citizen believed Ash Creek is getting hammered by developments and wanted habitat protection for fish and wildlife. The citizen also suggested an offset trail distance of 200 feet from the creek, so as not to disturb sensitive areas and wildlife.

*Staff Response* – A Biological Assessment and Wetland Impact Study will be conducted prior to designing the trail's alignment. The alignment will be situated at a location to minimize riparian impact and wildlife disturbances. The final design will comply with all permit and environmental standards.

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AGENDA ITEM # \_\_\_\_\_  
FOR AGENDA OF March 21, 2006

CITY OF TIGARD, OREGON  
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Downtown CIP Priorities / Budget

PREPARED BY: Phil Nachbar

DEPT HEAD OK



CITY MGR OK

ISSUE BEFORE THE COUNCIL

Staff has devised a Downtown Implementation Strategy and initial set of priorities for Capital Improvements in the Downtown for FY 06-07. Staff is presenting its CIP priorities for the Downtown which are a part of the larger strategy. Pending Council agreement, staff will use the CIP priorities for identifying and allocating funds for the upcoming FY 06-07.

STAFF RECOMMENDATION

That Council review and concur with or modify the proposed CIP Priorities and Budget for the Downtown.

INFORMATION SUMMARY

A primary City Council goal continues to be the implementation of the Downtown Plan. Council approved the Tigard Downtown Improvement Plan on September 27, 2005, and adopted the Urban Renewal Plan on December 13, 2005. Staff has identified the implementation of the Downtown Plan as a key work element and begun to formulate a more specific strategy to address the anticipated use of Tax Increment Financing and the prioritization of Capital Improvements. Having a strategy is critical to the success of these two aspects of implementation.

OTHER ALTERNATIVES CONSIDERED

None considered at this time.

COUNCIL GOALS AND TIGARD BEYOND TOMORROW VISION STATEMENT

Community Character & Quality of Life (Direction Statement): A clear direction will be established for a pedestrian-friendly downtown and will be implemented.

Central Business District (CBD): (2) The downtown will provide a gathering place for the community and honor the sense of a small town village.

ATTACHMENT LIST

Attachment 1: Memo to Council dated 3/8/06 – Capital Improvement Priorities and Strategy for the Downtown

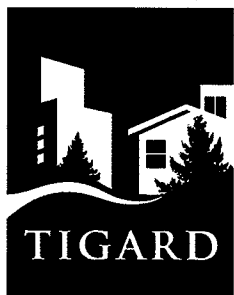
Attachment 2: Downtown CIP Project Ranking

### Attachment 3: Spreadsheet – Tigard Downtown CIP Projects

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#### FISCAL NOTES

No fiscal impact at this time.



# MEMORANDUM

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TO: City Council

FROM: Phil Nachbar, Senior Planner

RE: Capital Improvement Priorities and Strategy for the Downtown

DATE: March 8, 2006

## Capital Improvement Priorities and Strategy for the Downtown—Overview

In recognition of the priority City Council has placed on the Downtown, For FY 06-07, Staff has made a more deliberate effort to evaluate, and identify key Downtown CIP projects that relate to an overall Strategy for the Downtown. The approach this year was to identify Strategic goals, and then rank projects according to these goals.

Staff has developed a larger Implementation Strategy of the Downtown which will be presented to City Council at a later time. Since the more immediate concern is to identify and allocate funding for CIP projects for FY 06-07, this presentation identifies the projects, their suggested budget amounts and why they were included in this year's City Budget. There are three key concepts that make up our Strategy for the Downtown;

### Key Goals in the Downtown Implementation Strategy for Ranking CIP Projects

- 1) Stimulate new development to generate "tax increment" revenues
- 2) Assist Main St. as it transitions to a more dynamic commercial district
- 3) Capitalize on Fanno Creek Park as a key public gathering place, and amenity for new development.

All three aspects to the Downtown—creating new development, assisting a Main Street Transition, and restoring / expanding Open Space—are all important for different reasons. Creating new development opportunities is critical to establishing an Urban Renewal Funding base to fund future public improvements. Assisting Main Street as it evolves towards a thriving commercial district will happen in phases, and providing assistance as this occurs insures its success. And finally, restoring and expanding the Fanno Creek Trail System is a key to creating public space, an amenity for new housing, and the "Green / Sustainable" thematic environment for the Downtown. Keeping all three aspects in mind when thinking about the Capital Improvement Program, and how to prioritize projects and allocate funds is the challenge.

### Ranking Capital Improvement Projects

All of the potential Capital Improvement Program (CIP) projects were ranked using a Goal Achievement Matrix using nine (9) criteria of equal weight. The criteria were developed based on multiple objectives and were reviewed by Staff and endorsed by the City Center Advisory Committee (CCAC). They include 1) visual impact 2) ability to implement the TDIP projects in short-term 3) supports potential new development 4) supports Main St. Transition 5) executes "Open Space" objectives 6) optimizes available funding 7) meets Developer objectives 8) feasibility of implementation and 9) enhances Commuter Rail. Projects for FY 06-07 were ranked from 1 to 21. Only those projects from 1 through 11 were put into the budget for FY 06-07.

After ranking and creating a budget, both were re-evaluated and brought before the City Center Advisory Council (CCAC) for review and input. For FY 06-07, both the prioritization and budget levels for capital improvement projects were endorsed by the CCAC, with some minor modifications to the order of priorities.

Nine of the top eleven (11) CIP projects for the Downtown were submitted for budget approval for FY 06-07. Main St. "Brand Tigard Visual Enhancements (#7) and Main St. Façade Improvement Program (#8) will not use traditional CIP funding sources but are being researched for possible inclusion in the budget.

### Downtown CIP Project Ranking

1. Commuter Rail Enhancements
2. Burnham St. (Main St. to Hall Blvd.)
3. Fanno Creek Public Area Land Acquisition
4. Fanno Creek Master Plan
5. Ash Ave (Burnham St to Rail)
6. Gateway-Hall Blvd. @ 99W
7. Fanno Creek Trail Expansion (Main St. to Grant St.)
8. Commercial St. @ Main St Intersection
9. Commercial St. (Main St. to Lincoln St.)
10. Main St. Safety Improvements
11. Main St. "Brand Tigard" / Visual Enhancements (not CIP)
12. Main St. Façade Improvement Program (not CIP)

### Brief Project Descriptions

- 1) Commuter Rail: Upgrade to Commuter Rail Shelter
- 2) Burnham St (Hall Blvd to Main St): Final engineering and ROW only
- 3) Fanno Creek Public Area Land Acquisition: Acquisition of floodplain properties to expand the park area.
- 4) Fanno Creek Master Plan: A Master Plan for Fanno Creek Park (Hall Blvd, to Main St), including the public area outdoor space / plaza / amphitheatre, and connections to Downtown, and west of 99W.
- 5) Ash Avenue (Burnham St. to Rail): This includes ROW for a secondary access from the Commuter Rail Park & Ride to Burnham St. It is scheduled to be constructed in time for the opening of the Commuter Rail in the Fall 2008.

- 6) Gateway-Hall Blvd. @99W: The City will provide design suggestions to Washington County, the organization managing redesign of the intersection. Potential design modifications will be making the intersection more pedestrian friendly, incorporating Downtown's a "Green theme", and Gateway treatments.
- 7) Fanno Creek Trail Expansion (Main St to Grant St): Expansion of the Trail to Grant St including acquisition of property.
- 8) Commercial St. @ Main St Intersection: Intersection improvements at the intersection to create a more attraction intersection as it connects with Main St.
- 9) Commercial St. (Main St. to Lincoln St.): Street and sidewalks improvement on Commercial St. west of Main St. to Lincoln St.
- 10) Main St. Safety Improvements: This project was recommended by the CCAC. Staff is identifying specific improvements which will address safety concerns.
- 11) Main St "Brand Tigard" / Visual Enhancement: This is not yet funded but Staff is working with the CCAC to develop ideas and funding sources for temporary improvements to Main St. to support its transition. Ideas have included street trees, a lighted mural under the two 99W overpasses, lighting.
- 12) Façade Improvement Program: Not yet funded, but Staff is working with the CCAC to consider a program and funding sources to provide a matching grant program for improving storefronts on Main St.

# Downtown CIP Project Ranking

March 7, '06

Project	Visual Impact	Short-term Implementation of TDIP	Supports potential new development	Supports Main St. transition	Executes "open space" objectives	Optimizes available funding	Meets Developer recommendations	Feasibility of implementation	Enhances Commuter Rail	Score
1 Commuter Rail Enhancements	4	5	4	4	3	4	1	3	4	32
2 Burnham St. (Main St. to Hall Blvd.)	4	5	5	4	3	2	4	3	1	31
3 Fanno Creek Public Area Land Acquisition	3	4	4	1	5	4	4	4	2	31
4 Fanno Creek Master Plan	3	4	4	2	5	4	4	4	1	31
5 Ash Ave (Burnham St to Rail)	2	4	3	4	1	3	3	4	5	29
6 Gateway-Hall Blvd. @ 99W	4	4	4	2	1	3	4	5	2	29
7 Fanno Creek Trail Expansion (Main St. to Grant St.)	4	4	2	2	5	4	2	4	1	28
8 Commercial St. @ Main St Intersection	4	4	2	4	1	5	1	4	3	28
9 Commercial St. (Main St. to Lincoln St.)	4	4	2	3	1	5	3	5	1	28
10 Main St. Safety Improvements	3	2	3	4	2	3	3	3	4	27
11 Main St. "Brand Tigard" / Visual Enhancement	4	4	3	5	1	1	4	3	2	27
12 Main St. Façade Improvement Program (not CIP)	4	4	3	5	1	1	3	4	2	27
13 Fanno Creek / Main St. Gateway	4	1	2	4	5	1	3	1	2	23
14 Gateways-Main @ 99W North	4	4	2	3	1	1	1	3	2	21
15 Gateway-Main @ 99@ South	4	4	2	3	1	1	1	3	2	21
16 Commercial St. (Hall Blvd. to Main St.)	4	3	3	1	1	1	1	3	3	20
17 Main St. Streetscape Improvements	5	2	2	3	1	1	1	2	2	19
18 Gateway-Burnham St. @ Hall Blvd	4	4	2	1	1	1	1	3	2	19
19 Ash St. North of Rail / Scoffins Feasibility Study	1	3	1	3	1	1	3	3	1	17
20 Land Acquisition for Redevelopment	1	1	5	1	1	1	3	1	1	15
21 Ash Avenue Extension (Scoffins St. to Burnham St)	3	1	1	1	1	1	4	1	2	15
22 Greenburg Rd / 99W feasibility (near complete)	1	3	2	2	1	1	1	2	1	14

Tigard Downtown CIP Projects			March 10. '06
	<b>Total Project Costs</b>	<b>FY 06-07 Budget</b>	<b>Preliminary Funding Source</b>
<b>Comprehensive Streetscape Design</b>			
Streetscape Design	175,000	25,000	Gas Tax
<b>Street Improvements</b>			
<b>Burnham St.</b>			
Engineering	350,000	350,000	
ROW	400,000	400,000	
Construction	1,650,000	0	
Undergrounding Utilities	250,000	0	
	2,650,000	750,000	TIF* / Gas Tax
<b>Commercial St. (Main to Lincoln)</b>			
Engineering	40,000	40,000	
ROW	0	0	
Construction	360,000	360,000	
	400,000	400,000	Gas Tax/CDBG/SMF
<b>Ash Ave. (Burnham St. to Rail)</b>			
Engineering	40,000	40,000	
ROW	650,000	180,000	
Construction	260,000	0	
	950,000	220,000	Gas Tax
<b>Downtown Improvements</b>			
<b>"Brand Tigard"</b>			
Storefront Façade Improvement Program	200,000	0	
Main Street Visual Enhancement	25,000	0	
Commercial St. @ Main St Intersection	75,000	75,000	Gas Tax
Commuter Rail Enhancements	85,000	100,000	Facility Fund
Main Street Safety Improvements	75,000	75,000	Gas Tax
	460,000	250,000	
<b>Gateway / Intersection Treatments</b>			
Hall Blvd @ 99W Intersection Improvements			
Construction	75,000	75,000	
	75,000	75,000	Gas Tax
<b>Fanno Creek Public Area</b>			
<b>Land Acquisition</b>			
Fanno Creek Park Extension			
Stevenson property (2.5 ac)	75,000	75,000	
Stevens Marine (1.3 ac)	25,000	25,000	
	100,000	100,000	Parks SDC's
<b>Design / Feasibility Studies</b>			
Fanno Creek Master Plan	60,000	60,000	Parks SDC's
Ash St North / Soffins Ave. Feasibility Study	40,000	40,000	Gas Tax
	100,000	100,000	
* Traffic Impact Fee			
<b>Total Annual</b>	<b>4,910,000</b>	<b>1,920,000</b>	

AGENDA ITEM # \_\_\_\_\_  
FOR AGENDA OF March 21, 2006

CITY OF TIGARD, OREGON  
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Joint Meeting with the Intergovernmental Water Board (IWB) to Discuss Participation in the Expansion and Modification of the Willamette River Water Supply System

PREPARED BY: Dennis Koellermeier DEPT HEAD OK  CITY MGR OK 

ISSUE BEFORE THE COUNCIL

No action required. Council is asked to hear a presentation and participate in a discussion.

STAFF RECOMMENDATION

No recommendation at this time.

INFORMATION SUMMARY

The City of Tigard continues to work on securing a long-term water source by exploring all possible options. To this end, the City is a member of the Willamette River Water Coalition (WRWC). This coalition, formed in 1997, is composed of the cities of Tigard, Tualatin, Sherwood and Gladstone, as well as the Tualatin Valley Water District (TVWD) and the Canby Utility Board. The coalition was formed to preserve access to the Willamette River as a potential municipal and industrial water source. This is not to say all members of the coalition plan to utilize the Willamette River as a source of water, but rather they are committed to preserving access to this option.

According to the WRWC agreement, any member deciding to expand or modify the Willamette River water supply system is required to provide fellow members with 90-day notice; thus affording other members the opportunity to participate in the proposed expansion. Tigard has received such notices from the City of Sherwood and the TVWD. These agencies have indicated their intent to use the Willamette River water source and have informed the WRWC of their plans to expand the water supply system. Tigard is now required to formally notify the WRWC whether or not it wishes to participate in either of these expansion projects. Tigard's responses to Sherwood and the TVWD are due May 2, 2006, and May 30, 2006, respectively. In April, the Council will be asked to provide direction on this issue.

At this workshop meeting, an engineering consultant, representing both Sherwood and the TVWD, will make a presentation. Staff will also present a legal analysis of the 1999 charter amendment which prohibits the City from using the Willamette River as a drinking water source without voter approval.

OTHER ALTERNATIVES CONSIDERED

Not applicable.

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## VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Tigard City Council, Other Important Goals for 2006

- Secure Long-Range Water Source(s)

Tigard Beyond Tomorrow, Urban & Public Services

- ♦ Water & Storm Water Goal # 2: "Equity position in a regional water system by 2007." - Strategy # 1:  
"Continue to explore all options open to Tigard where the City can buy into the source and the associated infrastructure and become a part owner of the source/system."

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## ATTACHMENT LIST

1. Notification to the WRWC from the City of Sherwood
2. Cover Letter and Notification to the WRWC from the TVWD

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## FISCAL NOTES

Should Tigard decide to participate in the either expansion, a project agreement will be adopted. This agreement will establish participation, cost shares, operation and maintenance responsibilities, and governance.

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**NOTIFICATION TO THE WILLAMETTE RIVER WATER COALITION  
BY THE CITY OF SHERWOOD, OREGON**

**A PROPOSAL TO EXPAND AND MODIFY THE  
WILLAMETTE RIVER WATER SUPPLY SYSTEM**

Distributed to WRWC membership on January 25, 2006

Response by WRWC members due no later than May 2, 2006

The City of Sherwood, Oregon offers this Proposal to Expand and Modify the Willamette River Water Supply System for consideration by the Willamette River Water Coalition (WRWC) membership pursuant to Section 5.1 of the 2003 WRWC Intergovernmental Agreement.

The goal of this Proposal is to coordinate with the WRWC members and the City of Wilsonville in developing the Willamette River as a long-term source of high quality drinking water at a competitive cost. Implementation of the proposed improvements (the Project) will provide the Project participants an ownership interest in a water supply system that will provide high quality water at a competitive cost in a manner that is consistent with the Regional Water Supply Plan. This Project will further support the goal of the WRWC to make efficient use of the water rights held by the WRWC for the collective benefit of WRWC members.

The City of Sherwood, Oregon proposes to expand and modify the existing Willamette River Water Supply System, consisting of the existing Willamette River Water Treatment Plant and associated supply, treatment, pumping, storage, and transmission facilities. In summary, the proposed Project includes:

1. Extension of the existing finished water transmission main from the Willamette Water Treatment Plant in Wilsonville to a location approximately half way between the cities of Wilsonville and Sherwood.
2. Construction of a new finished water reservoir at an overflow elevation of approximately 400 ft, to be located approximately half way between the cities of Wilsonville and Sherwood.
3. Construction of a new finished water transmission main from the proposed new reservoir to the City of Sherwood's existing Sunset Park reservoir.

The final scope, schedule, and budget for the Project are currently under development.

It is anticipated that the Project will result in an initial increase in demand on the existing Willamette River Water Supply System of approximately 5 million gallons per day (mgd) to serve the City of Sherwood, plus any additional demands resulting from other participants in the Project. The Project will be sized to serve the future capacity requirements of the City of Sherwood and it is intended that future increases in demand will be met using the Willamette

DRAFT

River Water Supply System. In accordance with the WRWC agreement, the WRWC will transfer/assign sufficient water rights to the Project to allow it to function at planned capacity.

It is anticipated that the City of Sherwood will be the lead agency, responsible for the permitting, design, and construction of the Project. A project agreement will be negotiated between Project participants. Unless, otherwise agreed to by the parties participating in the Project, the participants will own the proposed improvements and the Project will be operated and maintained as outlined in Section 4 of the WRWC Agreement.

Section 5.1 of the WRWC Agreement requires WRWC members to notify the WRWC of their acceptance or rejection of the Proposal to Expand and Modify the Willamette River Water Supply System by no later than 90 days following receipt of the notice. Acceptance of this Proposal by a member will be considered acceptance of participation in the Project by that member. Rejection of this Proposal by a member or failure of a member to respond within 90 days will be considered a rejection of participation in the Project by that member. A final project agreement establishing participation, cost shares, operation and maintenance responsibilities, and governance will be adopted following the conclusion of the notice period.

The City of Wilsonville and the Tualatin Valley Water District (TVWD) initiated development of the Willamette River as a drinking water supply option. Over the last three years, the Willamette River Water Supply System has proven to be a reliable, cost effective source of high quality water for our communities. It is the goal of the City of Sherwood to become a partner with these agencies and the WRWC to further expand water supply from this important regional water resource.

**Tualatin Valley Water District**



P.O. Box 745 • Beaverton, Oregon 97075 • Phone: (503) 642-1511 • Fax: (503) 649-2733 • [www.tvwd.org](http://www.tvwd.org)

Gregory E. DiLoreto  
General Manager

Bernice Bagnall  
Chief Financial  
Officer

Debra Erickson  
Manager, Human  
Resources

Dale Fishback  
Manager, Operations  
& Field Services

Todd Heidgerken  
Manager, Community  
& Intergovernmental  
Relations

Brenda Lennox  
Manager, Customer  
& Support Services

Gary Pippin  
Manager,  
Engineering Services

March 1, 2006

Kelly Ross  
Amanda Rich  
Willamette River Water Coalition  
12725 SW 66th Ave., Suite 107  
Portland, OR 97223

RE: Tualatin Valley Water District's Notification of Proposal to Expand the  
Willamette Water Supply System

Dear Kelly and Amanda:

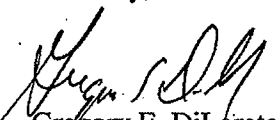
Pursuant to Section 5.1 of the 2003 Willamette River Water Coalition (WRWC) agreement, the Tualatin Valley Water District (TVWD) is providing you with a proposal to expand and modify the Willamette River Water Supply System. Details of the proposal are attached for your consideration. Questions regarding this proposal can be directed to TVWD Project Representative, Stu Davis at 503-848-3025 (direct) or email [stu@tvwd.org](mailto:stu@tvwd.org).

I would request we be included on the agenda for the March 29 WRWC Board meeting in order to provide an overview of the TVWD project and to answer any questions.

It is assumed that receipt of this letter and the TVWD proposal via email will begin the 90 day period for WRWC members to declare their intentions regarding their participation in this project. Given that time is of the essence in completing the proposed project, TVWD would appreciate responses from the WRWC members in less than the 90 day period, if feasible.

Thank you for your consideration of our proposal. I can be reached at 503-848-3014 or by email, [greg@tvwd.org](mailto:greg@tvwd.org) should you have any questions.

Sincerely,

  
Gregory E. DiLoreto  
General Manager

cc: WRWC Board Members  
WRWC Staff Representatives



WATER - not to be taken for granted

**NOTIFICATION TO THE WILLAMETTE RIVER WATER COALITION  
BY THE TUALATIN VALLEY WATER DISTRICT**

**A PROPOSAL TO EXPAND AND MODIFY THE  
WILLAMETTE RIVER WATER SUPPLY SYSTEM**

Distributed to WRWC membership on March 1, 2006

Response by WRWC members due no later than May 30, 2006

The Tualatin Valley Water District (TVWD) offers this Proposal to Expand and Modify the Willamette River Water Supply System for consideration by the Willamette River Water Coalition (WRWC) membership pursuant to Section 5.1 of the 2003 WRWC Intergovernmental Agreement.

The goal of this Proposal is to coordinate with the WRWC members and the City of Wilsonville in developing the Willamette River as a long-term source of high quality drinking water at a competitive cost. Implementation of TVWD's proposed Water Supply Improvements Program (the Project) will provide the Project participants an ownership interest in a water supply system that will provide high quality water at a competitive cost in a manner that is consistent with the Regional Water Supply Plan. This Project will further support the goal of the WRWC to make efficient use of the water rights held by the WRWC for the collective benefit of WRWC members.

The Tualatin Valley Water District proposes to expand and modify the existing Willamette River Water Supply System, consisting of the existing Willamette River Water Treatment Plant and associated supply, intake, treatment, pumping, storage, and transmission facilities. In summary, the proposed Project includes:

1. Expansion of the existing treatment, pumping, clearwell storage, and transmission facilities at the Willamette River Water Treatment Plant in Wilsonville to add approximately 55 mgd of finished water delivery capacity to the existing treatment plant.
2. Construction of a new finished water transmission main with a capacity of approximately 70 mgd from the Willamette River Water Treatment Plant in Wilsonville to a location in the TVWD service area.
3. Possible construction of a new finished water reservoir with a capacity of approximately 20 million gallons at an overflow elevation of approximately 465 feet at the terminus of the proposed new transmission main at a location in or near the TVWD service area.

The final scope, schedule, and budget for the Project are currently under development. In addition, the Project may be discontinued or postponed at the discretion of the TVWD Board.

The approximate capacities noted above are based on meeting TVWD's requirements. These capacities would need to be increased to meet the requirements of other WRWC members wishing to participate in the Project. It is anticipated that the WRWC will allocate sufficient water rights to the Project to allow it to function at planned capacity.

It is anticipated that TVWD will be the lead agency, responsible for the permitting, design, and construction of the Project. A project agreement will be negotiated between Project participants. Unless, otherwise agreed to by the parties participating in the Project, the participants will own the proposed improvements and the Project will be operated and maintained as outlined in Section 4 of the WRWC Agreement.

Section 5.1 of the WRWC Agreement requires WRWC members to notify the WRWC of their acceptance or rejection of the Proposal to Expand and Modify the Willamette River Water Supply System by no later than 90 days following receipt of the notice. Acceptance of this Proposal by a member will be considered acceptance of participation in the Project by that member. Rejection of this Proposal by a member or failure of a member to respond within 90 days will be considered a rejection of participation in the Project by that member. Final notice of acceptance or rejection by WRWC members in less than 90 days would be especially welcome given that time is of the essence in completing the proposed Project.

A Project agreement between participants in the Project will be adopted following the conclusion of the notice period. The Project agreement will establish participation, cost shares, operation and maintenance responsibilities, and governance associated with the proposed Project.

The City of Wilsonville and the Tualatin Valley Water District initiated development of the Willamette River as a drinking water supply option. Over the last three years, the Willamette River Water Supply System has proven to be a reliable, cost effective source of high quality water for our communities. TVWD now intends to expand water supply from this important regional water resource to meet the District's current and future water supply requirements.

AGENDA ITEM # \_\_\_\_\_  
FOR AGENDA OF March 21, 2006

CITY OF TIGARD, OREGON  
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Council Input on the Draft 2008-2011 STIP (State Transportation Improvement Program)

PREPARED BY: A.P. Duenas DEPT HEAD OK A.P. Duenas CITY MGR OK EAM for CP

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ISSUE BEFORE THE COUNCIL

Council discussion, input and direction on the draft Region 1 project lists for the 2008-2011 STIP (State Transportation Improvement Program).

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STAFF RECOMMENDATION

That Council provide input on the draft project lists and provide direction on which projects to include in a resolution of support to be transmitted to ODOT (Oregon Department of Transportation) before the April 14, 2006 public comment deadline.

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INFORMATION SUMMARY

ODOT is requesting public input and comment on draft project lists for the 2008-2011 STIP. The draft STIP is ODOT's project funding and scheduling document. It identifies the highest priority transportation projects to be funded in 2008-2011. The draft STIP projects are divided into the following four project categories:

Modernization Projects (150% list)  
Preservation Projects (230% list)  
Safety Projects (100% list)  
Bridge Projects (100% list)

ODOT is most interested in public input on the modernization project list. They will accept public comment on the other three categories, but project selection on those categories would most likely be based on ODOT's technical criteria and funding availability.

The following projects appear to be the most important ones in this part of Region 1 and should be strongly supported for inclusion in the final STIP for 2008-2011.

**Modernization Projects**

- **I-5 SB/ I-205 Merge: Acceleration Lane** (scheduled for 2010). This project constructs an acceleration lane at the merge of I-205/I-5 southbound for improved operations and safety. This project would reduce the severe backups experienced on I-5 adjacent to Tigard and should improve traffic movements into and out of the City.

- **I-5: Wilsonville Interchange** (scheduled for 2011). This project would improve the Wilsonville interchange with I-5. The bottleneck on I-5 extends from Tigard down to Wilsonville. South of Wilsonville, the traffic flow on I-5 becomes much freer. Any project that seeks to improve traffic flow on I-5 from Tigard to Wilsonville should be supported for funding.

## **Preservation Projects**

- **OR141 and OR210: Hall Blvd, Boones Ferry Road, Scholls Ferry Road** (scheduled for 2010 or 2011). This is a pavement inlay and overlay project that covers the full length of Hall Boulevard from Scholls Ferry Road near the Washington Square Regional Center to Durham Road. The initial feedback from ODOT staff is that this project would require more funding than is currently available and most likely would not make the final 100% list. However, it is important for the City to support this preservation project to improve the rideability and existing pavement condition on Hall.

## **Bridge Projects**

- **OR99W over Portland/Western Railroad in Tigard** (scheduled for 2009). This project replaces the Highway 99W overpass over the railroad in Tigard. Freight mobility is the driving factor behind the replacement of this overpass. The existing overpass cannot take overweight loads and poses a barrier to movement of freight up and down the 99W corridor. The entire overpass was not constructed to deal with seismic activity and needs to be redesigned and replaced to meet current standards. This project presents a rare opportunity for the City to provide input on the placement of the piers to improve access to the Tigard downtown via Tigard and Commercial Streets. Although the bridge project list is considered 100%, it would be in the City's best interest to show strong support for this project to ensure that it does not get eliminated from the list and to give notice to ODOT of intention to actively participate in the design review of the project to ensure enhancement of the downtown area.

Council discussion and input on these and any other projects on the four lists is requested. Based on Council input and direction, a resolution will be prepared for Council consideration at the March 28, 2006 meeting. Council approval on March 28<sup>th</sup> of a resolution expressing support of projects important to the City would provide sufficient time for transmittal of the resolution to ODOT prior to the April 14, 2006 deadline for comments.

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### OTHER ALTERNATIVES CONSIDERED

None

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### COUNCIL GOALS AND TIGARD BEYOND TOMORROW VISION STATEMENT

The STIP projects within and around the Tigard area help meet the Tigard Beyond Tomorrow goals of "Improve Traffic Flow" and "Improve Traffic Safety." The replacement of the 99W overpass provides an opportunity to directly support the Council goal to "Improve the Downtown."

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### ATTACHMENT LIST

1. ODOT Region 1 150% Candidate Modernization Project List for 2008-2011 STIP
2. ODOT Region 1 Candidate Preservation Project List for 2008-2100 STIP
3. ODOT Region 1 Candidate Safety Project List for 2008-2011 STIP
4. ODOT Region 1 Draft Bridge Project List for 2008-2011 STIP

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### FISCAL NOTES

The project estimates are provided by ODOT as shown on the specific project lists. There is no City funding involved at this point on any of these projects.

# ODOT Region 1 150% Candidate Modernization Project List for 2008-2011 Statewide Transportation Improvement Program (STIP)

Key Number	Project Name	150%*	Pre-Estimate*	Project Description	County	RTP #	Freight
2008	Region 1 Allocation = \$19.362M + (DSTIP = \$1.5M)		x 1,000	x 1,000			
13720	I-205/Mall Light Rail Unit 3	\$ 5,000		Capital funding for light rail project.	Clack/Mult.		
13957	US26: Staley's Junction Improvement	\$ 500		Interchange Improvements at US26 and OR47.	Washington		State Rt, OFAC
13762	Sellwood Bridge EIS (D-STIP)	\$ 1,500	\$ 1,500	Funding for EIS work.	Multnomah	1012	
13955	2008 PE, R/W and Utilities for I-5 Delta Park Phase 1	\$ 2,104		Funding for project development, right of way acquisition and utility relocations.	Multnomah		
12076	I-5: Delta Park Phase 1 (Victory Blvd. - Lombard St.)	\$ 16,000	\$ 67,000	Constructs third lane SB. Fully funds project programmed in the 2006-2009 STIP.	Multnomah		State Rt, OFAC
13957	US26: Staley's Junction Improvement	\$ 5,000	\$ 12,000	Fully funds project programmed in 2006-2009 STIP.	Washington		State Rt, OFAC
14030	I-84: Replace/Lengthen Bridge Structure MP64.44 (Hood River exit 64)	\$ 1,539	\$ 1,539	Fully funds an OTIA 3 Bridge replacement project on I-84 in Hood River at OR35.	Hood River	N/A	State Rt, OFAC
TBD	I-5: Delta Park Phase 2 (Access Improvements at Columbia Blvd)	\$ 9,000	\$ 60,000	Access improvements at I-5/Columbia Blvd. This phase funds protective right of way acquisition and begins preliminary engineering.	Multnomah	4006	State Rt, OFAC
	Subtotal	\$ 40,643	\$ 142,039				
2009	Region 1 Allocation = \$17.199M + (DSTIP = \$0)						
13759	Pedestrian & Bicycle Elements for Pres projects	\$ 1,000	\$ 1,000	Funds bicycle and pedestrian facilities for 2008-2011 STIP Preservation Projects.	Various		
13953	US26: Langensand Rd - Brightwood Loop Rd	\$ 1,400	\$ 1,400	Constructs safety improvements between mp27 and mp41.	Clackamas		State Rt
13964	2009 PE, R/W and Utilities for US26 Glencoe Road	\$ 3,117		Funding for project development, right of way acquisition and utility relocations.	Various		
12885	US26: Sunset Hwy @ Glencoe Road	\$ 6,000	\$ 26,000	Constructs new interchange at US26 and Glencoe Road. This phase funds preliminary engineering and protective right of way acquisition. Also funds PE and construction for Glencoe Rd (US26 - West Union).	Washington		State Rt, OFAC
TBD	US30: Widening at Van Street	\$ 1,700	\$ 1,700	Widens US30 and constructs a left turn lane to Van St.(Clatskanie).	Columbia	N/A	State Rt
TBD	US30: Widening at Tide Creek	\$ 1,100	\$ 1,100	Widens US30 and constructs a turn lane to Tide Creek. (Columbia City).	Columbia	N/A	State Rt
	Subtotal	\$ 14,317	\$ 31,200				
2010	Region 1 Allocation = \$17.508M + (DSTIP = \$451k)						
TBD	I-5 SB / I-205 Merge: Acceleration Lane	\$ 3,000	\$ 3,000	Constructs acceleration lane at merge of I-205/I-5 SB for improved operations and safety.	Washington		State Rt
TBD	US26: 185th Ave - Cornell Road Widening	\$ 19,500	\$ 19,500	Continues widening from Cornell Road to SW 185th.	Washington	3011	State Rt
TBD	Troutdale Marine Dr/Backage Road	\$ 7,900	\$ 7,900	Completes Interchange Area Management Plan and constructs a new 2-lane road from I-84 EB off ramp (Marine Dr.) to 257th. Project in local Transportation System Plan.	Multnomah	Amend	
	Subtotal	\$ 30,400	\$ 30,400				
2011	Region 1 Allocation = \$17.508M + (DSTIP = \$451k)						
TBD	US26: Springwater Interchange Phase 1	\$ 5,800	\$ 5,800	Constructs at-grade intersection to serve Springwater industrial area.	Multnomah	phase of 2051	State Rt
TBD	I-5: Wilsonville Interchange	\$ 10,500	\$ 25,000	Funds interchange improvements at I-5 and Wilsonville. Project to be phased.	Clackamas	6138	State Rt, OFAC
TBD	OR212/OR224 Sunrise Corridor	\$ 7,000	\$ 60,000	Funds preliminary engineering and protective right of way acquisition.			OFAC
	Subtotal	\$ 23,300	\$ 90,800				
	Candidate List of 150%	\$ 108,660	\$ 290,039				
	Region 1 Modernization Target w/ DSTIP	\$ 73,979		Region 1 Target = \$73.979M available for 08-11 STIP includes \$2.402M for DSTIP			
	Bold = Projects funded in the 2006-2009 STIP		08/09 already programmed = \$14.621M				

OFAC = Project identified on Oregon Freight Advisory Committee Recommendations for High Priority Freight Mobility Projects  
State Rt = Project on Oregon State Highway Freight System

\* Project cost based on planning level estimates and are subject to revision after project scoping.

January 24, 2006

**ODOT Region 1 Candidate Preservation  
Project List for 2008-2011 Statewide Transportation Improvement Program (STIP)**

Key Number	Project Name	In current STIP*	Project Description	County
2008	Region 1 Actual Allocation = \$10.729M	x 1,000		
13715	US 26: E. Mountain Air Dr. - E. Lolo Pass Rd.	\$ 2,411		Clackamas
13716	US 26: MP 44.03 - MP49.2	\$ 2,135		Clackamas
13708	US 30: Yeon Steet Preservation	\$ 2,605		Multnomah
13712	US 26: SE 51st - I-205 (East Portland Freeway)	\$ 2,000		Multnomah
13713	US 26: MP37.26 - MP39	\$ 1,353		Multnomah
13972	Reserve PE & RW Preservation 2008	\$ 726		Various
13970	Reserve Utilities Preservation 2008	\$ 292		Various
2009	Region 1 Actual Allocation = \$13.098M + 4.3M			
13706	OR224: Jct Hwy 172 - Jct Hwy 161	\$ 3,146		Clackamas
13709	OR213: MP7.7 - MP 10.75	\$ 1,275		Clackamas
13710	OR213: S. Henrici Road - S Monte Carlo Wy	\$ 813		Clackamas
13971	Reserve Utilities Preservation 2009	\$ 304		Various
13973	Reserve PE & RW Preservation 2009	\$ 754		Various
13707	US26: North Plains - Cornell Rd	\$ 9,536		Washington
TBD	OR213: Oregon City bypass I-205-Conway	\$ 4,300	Pavements Committee selected this project for funding in 2009, project will be added to the 2006-2009 STIP via OTC amendment	Clackamas
* Amounts programmed may include funds from other programs (ie. Operations and Safety)				
2010	Region 1 Allocation = \$19.4M	Pre-Estimate**		
2011	Region 1 Allocation = \$20.3M	Begin MP End MP x1,000		
TBD	OR43: I-5 - Terwilliger (Macadam)	0 2.79	\$ 5,900 Urban	Multnomah
TBD	OR8: Sunset Hwy - Hwy 217 (Canyon Road)	0.05 3.18	\$ 3,150 Urban	Washington
TBD	OR43: McVey - I-205	6.7 11.66	\$ 3,750 Urban	Clackamas
TBD	OR8: Minter Br. Rd. - Forest Grove	11.28 17.46	\$ 8,810 Urban - Project runs through City of Hillsboro - Will need to be supplemented with other funds	Washington
* TBD	OR141 and OR210: Hall, Boones Ferry, Scholls Ferry	2.57 various	\$ 6,770 Urban - Beaverton / Tigard - Will need to be supplemented with other funds	Washington
TBD	OR10: Farmington Rd (SW 198th - SW173rd)	5.88 7.53	\$ 1,160 Urban - Will need to be supplemented with other funds	Washington
TBD	OR219: OR8 - Farmington Rd.	0 5.43	\$ 2,960 Urban / Rural	Washington
TBD	US26: Military Cr. Rd. - Wolf Cr.	26 37.4	\$ 4,620 Rural	Washington
TBD	US26: Wolf Cr. - West Fork Dairy Cr.	37.4 45	\$ 4,500 Rural	Washington
TBD	OR47: US26 - Banks	80.8 82.85	\$ 1,170 Rural	Washington
TBD	OR99E: MLK Viaduct - Kellog Cr.	1.31 5.97	\$ 6,440 Urban	Multnomah
TBD	US30B: NE 60th - Sandy Blvd	9.2 11.25	\$ 2,050 Urban	Multnomah
TBD	OR99E: I-5 - Columbia Blvd	-6.09 -4.01	\$ 3,410 Urban	Multnomah
TBD	OR99E: Naef - MP 13.04	9.19 13.04	\$ 5,450 Urban	Clackamas
TBD	US26: I-205 - Gresham (SE 182nd Ave)	5.75 9.96	\$ 2,960 Urban - Will need to be supplemented with other funds	Clackamas
TBD	OR213: 82nd (NE, Killingsworth - Hwy. 224)	0 10.18	\$ 15,790 Urban - Will need to be supplemented with other funds	Multnomah / Clackamas
TBD	OR213: I-205 - Conway	0 4	\$ 5,740 Urban	Clackamas
TBD	OR99E: City of Canby	20.46 22.11	\$ 3,300 Urban	Clackamas
TBD	US30B: Lombard Street	1.31 6.25	\$ 21,930 Urban - Will need to be supplemented with other funds	Multnomah
TBD	OR211: OR213 - Mathias Rd (Molalla)	11 13	\$ 1,480 Urban - Will need to be supplemented with other funds	Clackamas
TBD	US30: City of Cascade Locks	29.7 30.33	\$ 930 Project runs through City of Cascade Locks	Hood River
TBD	US26: Sandy - MP 30 (add 33.2-34.1 if needed)	22.49 34.1	\$ 8,250 Urban / Rural - Project runs through City of Sandy	Multnomah
TBD	OR281/282: Hood River - OR35	0 5.09	\$ 3,620 Urban / Rural	Hood River
TBD	OR211: Meadowbrook - Hult Rd.	16.39 20.89	\$ 1,580 Rural	Clackamas
TBD	OR224: Rock Cr. - Eagle Cr.	8.15 17.92	\$ 3,440 Rural	Clackamas
TBD	OR224: Estacada - Forest Bdry.	23.84 31.56	\$ 3,180 Rural	Clackamas
TBD	OR211: Sandy - Eagle Cr.	-0.23 5.94	\$ 2,160 Rural	Clackamas
TBD	US26: MP49.2 - 62.15	49.2 62.15	\$ 11,420 Rural	Clackamas
TBD	OR35: Jct. US26 - Polallie Cr	57.2 73.18	\$ 11,740 Rural	Hood River
Total			\$ 157,660	**Pre-estimate figures are for paving work only and does not include other features (drainage, curbs, sidewalk)
Region 1 Preservation Target for 2010 and 2011		\$39.7M	Region 1 Target (Urban) = \$17.7M, Target Lane Miles = 53.6 Region 1 Target (Rural) = \$22.0M, Target Lane Miles = 88.1	
Total Preservation Target for 2008-2011		\$67.827M		
Bold = Projects funded in the 2006-2009 STIP		08/09 already programmed = \$28.127		

\* Project cost based on planning level estimates and are subject to revision after project scoping.

# ODOT Region 1 Candidate Safety Project List for 2008-2011 Statewide Transportation Improvement Program (STIP)

Key Number	Project Name	Project Name
2008 Region 1 Allocation = \$15,160M		2009 Region 1 Actual = \$12,610M
12840	US26: Wildwood - Wemme	Clackamas
13764	2008 Safety Project	Various
13723	OR213: Cascade Hwy S. @ S Mulino Rd [Left turn]	Clackamas
13729	Light Emitting Diode (LED) Signal Upgrade	Various
13724	OR213: Cascade Hwy S @ S Barnards Rd	Clackamas
13732	2008 Button Replacement Program	Various
13744	Reserve PE & RW Safety 2008	Various
13725	OR 219: Midway - McFee Creek	Washington
13974	Reserve Utilities Safety 2008	Various
13721	OR 219 @ East Laurel Rd.	Washington
13765	2009 Safety Project	Various
13728	OR 99E: MP 14.0 - MP 14.9 (Oregon City)	Clackamas
13722	US 26: Salmonberry Road - Viewpoint Sec (HEP) (Tillamook State Forest)	Washington
13730	Reserve PE & RW Safety 2009	Various
13731	2009 Button Replacement Program	Various
13975	Reserve Utilities Safety 2009	Various
13733	2009 Safety Reserve	Various

2010	Region 1 Allocation = \$13,832M
2011	Region 1 Allocation = \$14,456M

Project Name	Begin MP	End MP	Pre-Estimate*	Project Description	Safety Issue	County
TBD I-5: N Vancouver Av - Burnside Bridge	301.70	302.60	Med	SB Exit Only Lane to Morrison Bridge (add to Paving Project)	Rear End & Side Swipe	Multnomah
TBD I-5: Interstate Bridge - Jantzen Beach	307.77	307.98	Low	ITS signing (Operations)	SB Rear End	Multnomah
TBD OR 99E@Columbia Blvd.	-4.01		Med	WB Right Turn Lane on Columbia Blvd	Rear End & Turning	Multnomah
TBD OR 99W: Capitol Hwy.-SW Huber	6.21	6.30	Med	SB Left turn lane to Capitol Hwy, Two way SW Huber	Turning	Multnomah
TBD I-84: I-205 to 122nd	9.70	10.00	Med	EB Exit Only Lane, add to I-84 Paving Project	Rear End & Side Swipe	Multnomah
TBD US 30: Ramp to Lewis & Clark Bridge	48.71	48.74	Low	Acceleration Lane	Rear End	Columbia
TBD US 26: 122nd to 136th	7.21	7.90	High	Construct center turn lane, bike lanes sidewalks	Rear End &Turning	Multnomah
TBD US 26: Zig Zag River - Bruin Run Rd	46.02	47.39	High	EB & WB passing lanes, 16' median, realign curve; Add to 2008 Paving Project	Lane Departure	Clackamas
TBD US 26: Bruin Run Rd - Ski Bowl	47.39	52.50	High	Extend WB passing lane, 16' median (add to 2009 Rock fall Project)	Lane Departure	Clackamas
TBD US 26: Vista Ridge Tunnel to I-405 South	73.70	2C74.05	Med	Two lane ramp to I-405, Close Montgomery On Ramp	Rear End	Multnomah
TBD OR 213: Foster Road WB Right Turn Lane	5.76		High	WB Right Turn Lane	Rear End	Multnomah
TBD OR 213: Foster Road EB Right Turn Lane	5.76		High	EB Right Turn Lane	Rear End	Multnomah
TBD OR 47: South Fork Dairy Cr - Kemper Rd	86.20	86.80	High	Realign curves and widen shoulders	Lane Departure	Columbia
TBD US 30 Bypass: NE122nd to NE141st	12.40	13.49	Med	Channelization	Turning & Rear End	Multnomah
TBD OR 219 @ Midway	8.00	8.50	Med	Realign curve and widen shoulders	Lane Departure	Washington
TBD OR 219 @ Wolsborn	9.60	9.90	High	Realign curve and widen shoulders; requires bridge	Lane Departure	Washington
TBD OR 217: Allen Blvd. - Denny Rd	2.48	3.02	Low	Congested Weave Corrections	Rear End	Washington
TBD OR 213: Mulino-Blackman's Corner	11.30	16.10	Med	Widen Segments with narrow shoulders (add to STIP Paving Project)	Off Road	Clackamas
TBD OR 224 @ Johnson Rd	3.60	3.80	Low	Add third lane eastbound through signal	Rear End	Clackamas
TBD OR 224: Carver - Barton	9.21	15.00	High	Realign curves and widen shoulders (add to STIP Paving Project)	Lane Departure	Clackamas
TBD OR 224 @ Tong Rd	10.00	10.60	High	Channelization (add to STIP Paving Project)	Lane Departure	Clackamas
TBD OR 224 @ SE 197th Ave	11.30	11.70	High	Realign curves widen shoulders (add to STIP Paving Project)	Lane Departure	Clackamas
TBD OR 224: MP 12.2 - 232nd Ave	12.20	13.50	High	Realign curves and widen shoulders (add to STIP Paving Project)	Lane Departure	Clackamas
TBD OR 224 @ SE 232nd Ave	13.50	13.90	High	Channelization requiring a bridge (add to STIP Paving Project)	Lane Departure	Clackamas
TBD OR 212 Sunnyside Road-Royer Road	2.50	2.85	Med	2nd eastbound lane	Rear end & turning	Clackamas
TBD Region 1 Reflective Pavement Markers			Low	Bi-yearly projects to replace pavement markers (Operations)		Region-wide
TBD Funding for Durable Striping in Preservation Projects			High	Operations		Region-wide

Total for 2008-2011 STIP

\$56.058M

Bold = Projects funded in the 2006-2009 STIP

Cost Low <\$1,000,000; Medium \$1,000,000 to \$3,000,000; High > \$3,000,000

\*Cost estimates and years to be determined during project scoping.

\* Project cost based on planning level estimates and are subject to revision after project scoping.

February 6, 2006

**ODOT Region 1 Draft Bridge Project List for 2008-2011 Statewide Transportation Improvement Program (STIP)**

Key Number	Project Name	Bridge ID	Pre-Estimate*	Project Description	County	Freight
2008			x 1,000			
14014	OR43: Willamette River Bridge (Oregon City)	02552	\$ 3,514	Repair and Rehabilitation	Clackamas	Yes
TBD	US26: West Fork Dairy Creek, MP 46.30	02673	\$ 2,024	Replace bridge with new Prestressed Beam bridge (1 mile east of US26/OR47)	Washington	Yes
TBD	Nehalem River, OR47 (Banzer)	03140A	\$ 1,346	Place deck overlay; Retrofit rails, Repair cracked girders with post-tensioning; Repair cracked stringers with post-tensioning; Repair cracked cols with ext stirrups, post-tensioning; Repair cracked caps with post-tensioning	Columbia	No
TBD	OR 213 Milk Creek	02120	\$ 3,000	Replace bridge which lies between a preservation and safety project.	Multnomah	No
TBD	I-205: Columbia River N Channel, (Glenn Jackson)	09555	\$ 2,565	Repair bad deck joints.	Multnomah	Yes
	Subtotal		\$ 12,449			
2009						
14180	Lewis and Clark (Longview) Bridge Painting Project	02046	\$ 10,834	Repaint Bridge, Partnership with State of Washington	Columbia	Yes
TBD	OR99E: Parrot Creek	00580	\$ 1,525	Remove wearing surface & place deck overlay	Clackamas	No
TBD	Mt Scott Creek & Union Pacific RR (82nd Ave)@MP9.67	02135A	\$ 378	Retrofit old picket fence railing each side. Bridge is north of Milwaukie Expressway.	Clackamas	No
TBD	OR47: Nehalem River (Miles Bridge - Vernonia)	02323	\$ 3,300	Replace bridge. #2 Priority Recommendation from NW Area Commission on Transportation.	Columbia	No
* TBD	OR99W over Portland/Western RR (Tigard)	02532	\$ 7,615	Replace bridge with new Prestressed Beam Bridge.	Washington	Yes
	Subtotal		\$ 23,652			
2010						
TBD	OR99E: SE Water Street Viaduct, (McLoughlin Blvd) @ MP12.29	02374	\$ 389	Retrofit rails to type F at curb; Repair deck joints; Repair cracks in superstructure; Repair cracks in substructure; Repair & clean rocker bearings; Rail transitions.	Multnomah	No
TBD	OR99E: Partial Viaduct, SB @ MP13.86	07164	\$ 693	Replace with Soldier pile retaining wall	Clackamas	No
TBD	I-205: Willamette R & OR99E & OR43,(George Abernethy)	09403	\$ 12,823	Place deck overlay; Repair strip seal expansion joints; Repair open expansion joints; Repair other deck joints.	Clackamas	Yes
TBD	I-5 SB Over the Union Pacific RR	S8588E	\$ 8,152	Overlay; Retrofit rails; Joint repair.	Multnomah	Yes
	Subtotal		\$ 22,057			
2011						
TBD	OR8: Dairy Creek on TV Highway	00744B	\$ 1,508	Retrofit rails with new historic type rails; Joint repair; Corbel catcher blocks; Cable restraints; Other Phase 1 seismic retrofit work; Rail transitions; New RC end panels	Washington	No
TBD	OR99W over SW Multnomah Blvd	02010	\$ 4,498	Replace bridge with new Prestressed Slabs Br with 7' sidewalks, historic rails.	Multnomah	No
	Subtotal		\$ 6,006			
Total for 2008-2011 STIP			\$ 64,164			
Bold = Projects funded in the 2006-2009 STIP						
Freight = Bridge in on State Highway Freight System						
Federal Earmark						
TBD	I-5: SW Iowa Street Viaduct (MP298.2)	08197	\$ 20,000	Replace Structure	Multnomah	Yes

\* Project cost based on planning level estimates and are subject to revision after project scoping.

February 6, 2006

AGENDA ITEM # \_\_\_\_\_  
FOR AGENDA OF March 21, 2006

CITY OF TIGARD, OREGON  
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Burnham Street Design Concept Options  
PREPARED BY: A.P. Duenas *A.P. Duenas* DEPT HEAD OK *[Signature]* CD & Eng *A.P. Duenas* CITY MGR OK *Eam for CP*

ISSUE BEFORE THE COUNCIL

Presentation of design concept options on the Burnham Street project for discussion, input and direction.

STAFF RECOMMENDATION

Staff recommends that Council provide input on the design concepts and provide direction needed to move ahead with the design of the project.

INFORMATION SUMMARY

At the February 21, 2006 Council meeting, Council was presented with design concept options for Burnham Street developed by the City's Streetscape design consultant (OTAK). Following that meeting, the consultant has been working with City staff to examine the street layouts in greater detail to develop design options for further discussions with the SWG (Streetscape Working Group) and the CCAC (City Center Advisory Commission). The meeting with the Streetscape Working Group is scheduled for March 9, 2006 and the CCAC meeting is scheduled for March 16, 2006. Following these meetings, the recommendations of the two groups will be brought to Council for discussion and direction at the workshop meeting on March 21, 2006.

Once Council direction is provided, the project timeline for design, right-of-way acquisition, and construction will be established.

OTHER ALTERNATIVES CONSIDERED

N/A

COUNCIL GOALS AND TIGARD BEYOND TOMORROW VISION STATEMENT

The Burnham Street Improvement Project is a major catalyst project identified in the Tigard Downtown Improvement Plan and is a key element in the effort to meet the Council Goal to "Implement the Downtown Plan." The improvements to Burnham Street meet the Tigard Beyond Tomorrow goals of "Improve Traffic Safety" and "Improve Traffic Flow."

ATTACHMENT LIST

None

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### FISCAL NOTES

The amount of \$300,000 is provided in the FY 2005-06 Capital Improvement Program budget for design and right-of-way acquisition on Burnham Street. Funding will be included in the FY 2006-07 CIP budget to complete the design, acquire right-of-way, and possibly begin construction prior to the end of the fiscal year.